

Old Blacksburg Middle School Redevelopment

Town of Blacksburg

Traffic Impact Analysis

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P.O. Number: 170910

WRA W.O. 45843-000



Table of Contents

EXECUTIVE SUMMARY	1
I. PROJECT BACKGROUND.....	3
II. TRAFFIC VOLUMES	6
III. CAPACITY ANALYSIS	18
IV. SUMMARY OF FINDINGS	26

Figures

FIGURE 1 – PROJECT LOCATION MAP	4
FIGURE 2 – 2017 EXISTING AM TRAFFIC VOLUMES	8
FIGURE 3 – 2017 EXISTING PM TRAFFIC VOLUMES	9
FIGURE 4 – 2025 NO BUILD AM TRAFFIC VOLUMES	10
FIGURE 5 – 2025 NO BUILD PM TRAFFIC VOLUMES	11
FIGURE 6 – AM SITE DEVELOPMENT TRAFFIC VOLUMES	14
FIGURE 7 – PM SITE DEVELOPMENT TRAFFIC VOLUMES	15
FIGURE 8 – 2025 BUILD OUT AM TRAFFIC VOLUMES	16
FIGURE 9 – 2025 BUILD OUT PM TRAFFIC VOLUMES	17

Tables

TABLE 1 – PROJECTED SITE DEVELOPMENT TRIPS	12
TABLE 2 – LEVEL OF SERVICE DESCRIPTION	18
TABLE 3 – SIGNALIZED CAPACITY ANALYSIS - 2017 AM EXISTING CONDITIONS	19
TABLE 4 – SIGNALIZED CAPACITY ANALYSIS - 2017 PM EXISTING CONDITIONS	20
TABLE 5 – SIGNALIZED CAPACITY ANALYSIS - 2025 AM NO BUILD CONDITIONS	21
TABLE 6 – SIGNALIZED CAPACITY ANALYSIS - 2025 PM NO BUILD CONDITIONS	22
TABLE 7 – SIGNALIZED CAPACITY ANALYSIS - 2025 AM BUILD OUT CONDITIONS	24
TABLE 8 – SIGNALIZED CAPACITY ANALYSIS - 2025 PM BUILD OUT CONDITIONS	25

EXECUTIVE SUMMARY

This Traffic Impact Analysis (TIA) report documents the potential traffic impacts associated with the proposed redevelopment of the Old Blacksburg Middle School (OBMS) site. The OBMS site is presently vacant and cleared, generating negligible traffic under existing conditions.



The existing study area network includes the following three signalized intersections, which are the focus of the operational impacts within this report due to their high traffic volumes:

- South Main Street at Washington Street
- South Main Street at Clay Street
- South Main Street at Airport Road

Additionally, the existing study area network includes the following seven unsignalized intersections, which were also analyzed but not detailed within the report due to their low traffic volumes:

- South Main Street at Miller Street
- South Main Street at Eheart Street (signal warranted in 2025 Build Out)

- Church Street at Washington Street
- Church Street at Clay Street
- Willard Drive at Clay Street
- Willard Drive at Eheart Street
- Palmer Drive at Eheart Street

The following scenarios were analyzed:

- 2017 Existing Conditions
- 2025 No Build Conditions
- 2025 Build Out Conditions

Existing 2017 peak hour traffic volumes were collected by Peggy Malone & Associates (PMA) in April, 2017. 2025 No Build traffic volumes were developed by utilizing a 0.83% annual growth rate for background traffic growth based on historical traffic volume data collected by the Virginia Department of Transportation (VDOT) in the downtown Blacksburg area. 2025 Build Out traffic volumes were developed by adding distributed site trips to the 2025 No Build traffic volumes. Site layout information and proposed land uses were provided by Balzer & Associates, the engineering firm for the OBMS development design, which were used to develop the projected site trips to and from the proposed development using the data, trip generation rates and regression equations, and methodology from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.

Traffic analysis of 2017 existing conditions indicates that the three existing signalized study intersections along South Main Street operate at an overall level of service (LOS) C or better during both the AM and PM peak hours. All intersections within the study area are also projected to operate at an overall LOS C or better under 2025 No Build conditions.

The OBMS development has three proposed entrances: one along Clay Street, and two along Eheart Street. The proposed entrances will operate as stop-controlled T-intersections, with traffic exiting the site having the stop condition. To serve the proposed development traffic along westbound Eheart Street, two lanes are required at South Main Street: an exclusive right-turn lane, and a shared left-turn / through lane. This configuration will help reduce queues leaving the development and improve projected levels of service for traffic entering South Main Street from westbound Eheart Street. To further accommodate the OBMS development, a traffic signal warrants analysis was performed for the intersection of South Main Street at Eheart Street. Based on projected 2025 Build Out traffic volumes, a traffic signal will be warranted at this location.

With the proposed buildout of the OBMS site, a significant number of vehicular trips will be added to the existing roadway network. To be conservative, no internal capture, pass-by, or multi-modal trip reductions were assumed for this study. Considering the addition of traffic volumes to the existing roadway network, the projected levels of service at the signalized intersections within the study area will see additional delays and queues, but will continue to operate at an overall LOS C or better during both the AM and PM peak hours for the 2025 Build Out conditions, including the new signal proposed for the intersection of South Main Street at Eheart Street.

I. PROJECT BACKGROUND

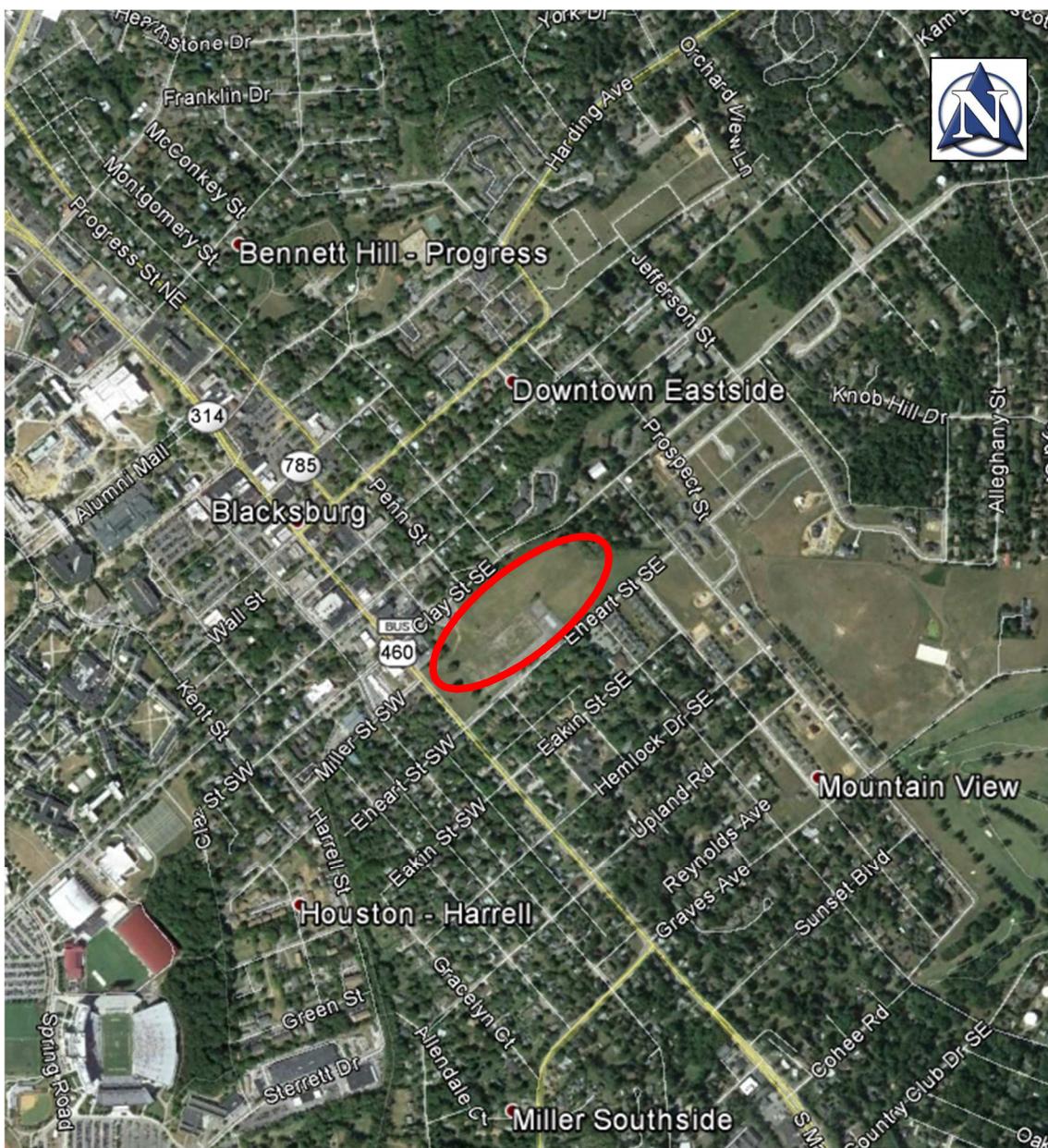
INTRODUCTION

The Town of Blacksburg (Town) commissioned this study to determine the potential impacts to the transportation network around the Old Blacksburg Middle School (OBMS) site as it relates to the proposed redevelopment of the site. The former Blacksburg Middle School was demolished in 2011. The proposed development includes a mix of commercial and office uses fronting South Main Street and residential uses adjacent to existing residential properties. Additionally, civic land uses are proposed for some portions of the OBMS property, including parks and green spaces.

SITE DESCRIPTION

The location of the OBMS site is on several parcels of land bounded by South Main Street to the west, Clay Street to the north, Eheart Street to the south, and private residential property to the east. The parcels are currently zoned R-4 (Residential), and are owned by a mix of the Town of Blacksburg, Montgomery County, and Midtown Redevelopment Partners. The site is located at the southern end of the Town of Blacksburg's downtown area in a transitional zone between the downtown commercial area and the Mountain View and Downtown Eastside residential neighborhoods. The project location map is shown in **Figure 1**. The development concept plan, as provided by the OBMS development engineers, is contained in **Appendix B**.

FIGURE 1 - PROJECT LOCATION MAP



STUDY AREA

South Main Street is a two-lane undivided roadway with center turn lanes, which serves a mix of residential and commercial land uses within the study area. The posted speed limit on South Main Street is 25 miles per hour through most of the study area, with a posted speed limit of 35 miles per hour in the vicinity of Airport Road. Signalized intersections are located at the intersections with Washington Street, Clay Street, and Airport Road.

Clay Street is a two-lane undivided roadway that serves a mix of residential and commercial land uses within the study area. The posted speed limit on Clay Street is 25 miles per hour.

Eheart Street is a two-lane undivided roadway that serves residential land uses within the study area. The posted speed limit on Eheart Street is 25 miles per hour.

Willard Drive is a two-lane undivided roadway that serves residential land uses within the study area. The posted speed limit on Willard Drive is 25 miles per hour.

Existing conditions at the three signalized intersections are described below:

- *South Main Street at Washington Street* is a four-legged signalized intersection. Both the northbound and southbound approaches along South Main Street include a left-turn lane and a shared through-right turn lane. The eastbound Washington Street approach includes a left-turn lane and a shared through-right-turn lane. The westbound Washington Street approach is a single shared lane for left turn, through, and right turn movements. Protected/permissive left-turn phasing is provided for all left-turn movements except for westbound Washington Street which operates as permissive-only. Crosswalks are provided across all legs of the intersection.
- *South Main Street at Clay Street* is a four-legged signalized intersection. Both the northbound and southbound approaches along South Main Street include a left-turn lane and a shared through-right turn lane. Both the eastbound and westbound Clay Street approaches include a left-turn lane and a shared through-right turn lane. Protected/permissive left-turn phasing is provided for the South Main Street left-turn movements while Clay Street left-turn movements operate as permissive-only. Crosswalks are provided across all legs of the intersection.
- *South Main Street at Airport Road/Graves Avenue* is a four-legged signalized intersection. Both the northbound and southbound approaches along South Main Street include a shared left turn-through lane and a shared through-right turn lane. The eastbound Airport Road approach includes a shared left turn-through lane and a right-turn lane. The westbound Graves Avenue approach is a one-way eastbound roadway. Protected/permissive left-turn phasing is provided for the northbound South Main Street left-turn movement while the

Airport Road left-turn movement operates as permissive-only. Crosswalks are provided across the southbound and eastbound legs of the intersection.

SCENARIOS ANALYZED

Detailed traffic modeling and analysis was performed to evaluate the impacts of the proposed OBMS redevelopment on the study area intersections. A design year of 2025 was utilized for the analysis of future No Build and Build Out conditions. The following scenarios were evaluated:

- 2017 Existing Conditions
- 2025 No Build Conditions (without OBMS redevelopment)
- 2025 Build Out Conditions (with full buildup of OBMS redevelopment)

II. TRAFFIC VOLUMES

2017 EXISTING CONDITIONS

Existing turning movement counts were obtained by Peggy Malone & Associates (PMA) on May 2 and May 3 of 2017 while both Virginia Tech and Montgomery County Schools were in session. The study area network includes the following three signalized intersections:

- South Main Street at Washington Street
- South Main Street at Clay Street
- South Main Street at Airport Road

Additionally, the existing study area network includes the following seven unsignalized intersections:

- South Main Street at Miller Street
- South Main Street at Eheart Street
- Church Street at Washington Street
- Church Street at Clay Street
- Willard Drive at Clay Street
- Willard Drive at Eheart Street
- Palmer Drive at Eheart Street

Existing turning movement volumes are shown in **Figures 2 and 3**. Appendix A contains raw traffic volume data from PMA.

Pedestrian and bicycle volumes were also collected as a part of the turning movement counts. Within the project area, volumes of pedestrians and bicycles are relatively low, especially as compared to the more northerly portions of the downtown Blacksburg area.

2025 NO BUILD CONDITIONS

Peak hour volumes for 2025 No Build conditions were developed by utilizing a 0.83% annual growth rate, agreed upon with the Town of Blacksburg based on historical growth of traffic volumes in the downtown area. Background traffic volume data was obtained from the Virginia Department of Transportation (VDOT) historical traffic count program. The 0.83% annual background growth rate was applied to existing 2017 traffic volumes for a period of 8 years, the projected timeframe for buildout of the OBMS site. This corresponds to approximately 6.8% total projected growth of background traffic volumes. 2025 No Build projected turning movement volumes are shown in **Figures 4 and 5**. The VDOT historical traffic volume growth data is contained in **Appendix A**.

FIGURE 2 – 2017 EXISTING AM TRAFFIC VOLUMES

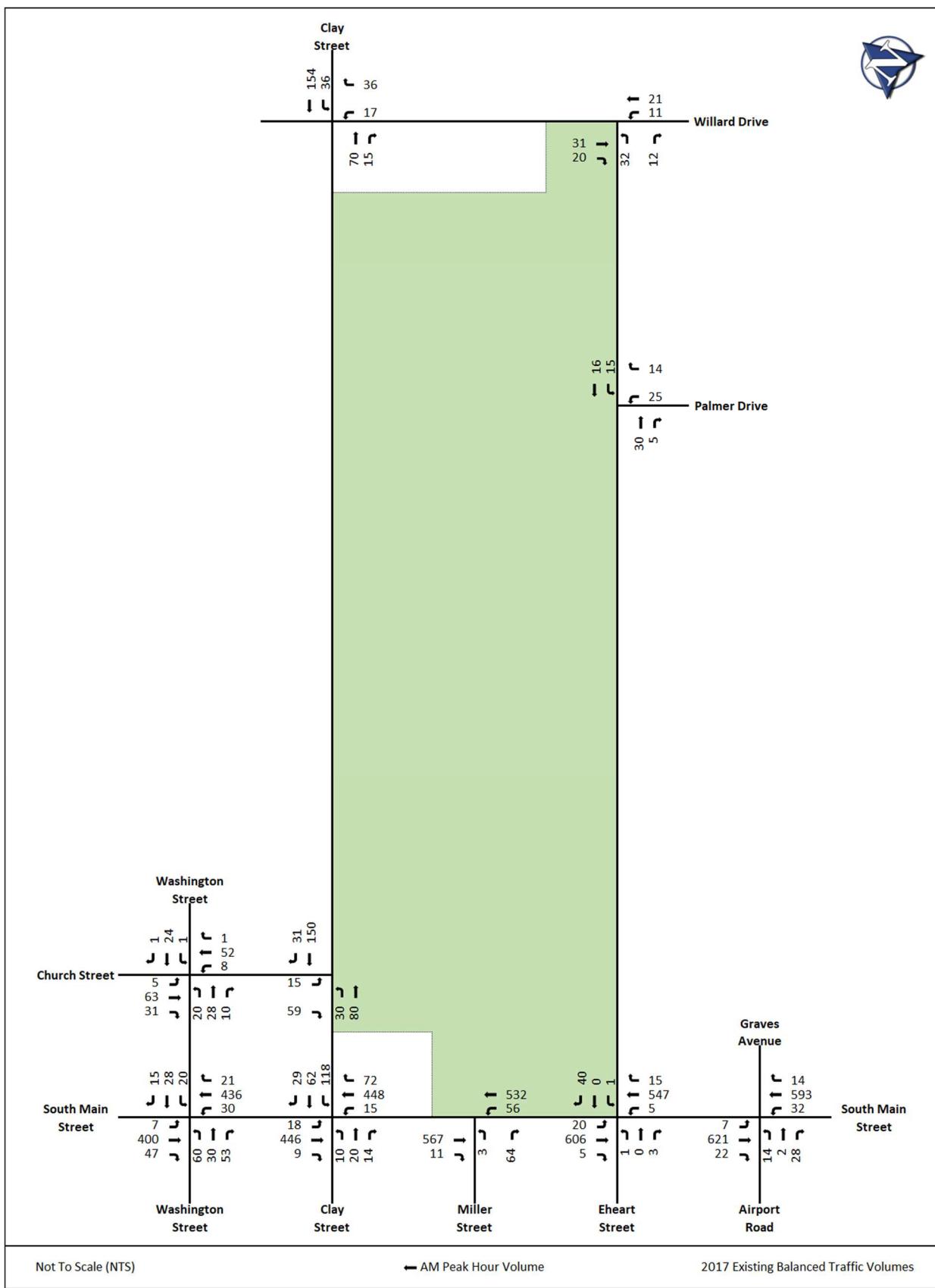


FIGURE 3 – 2017 EXISTING PM TRAFFIC VOLUMES

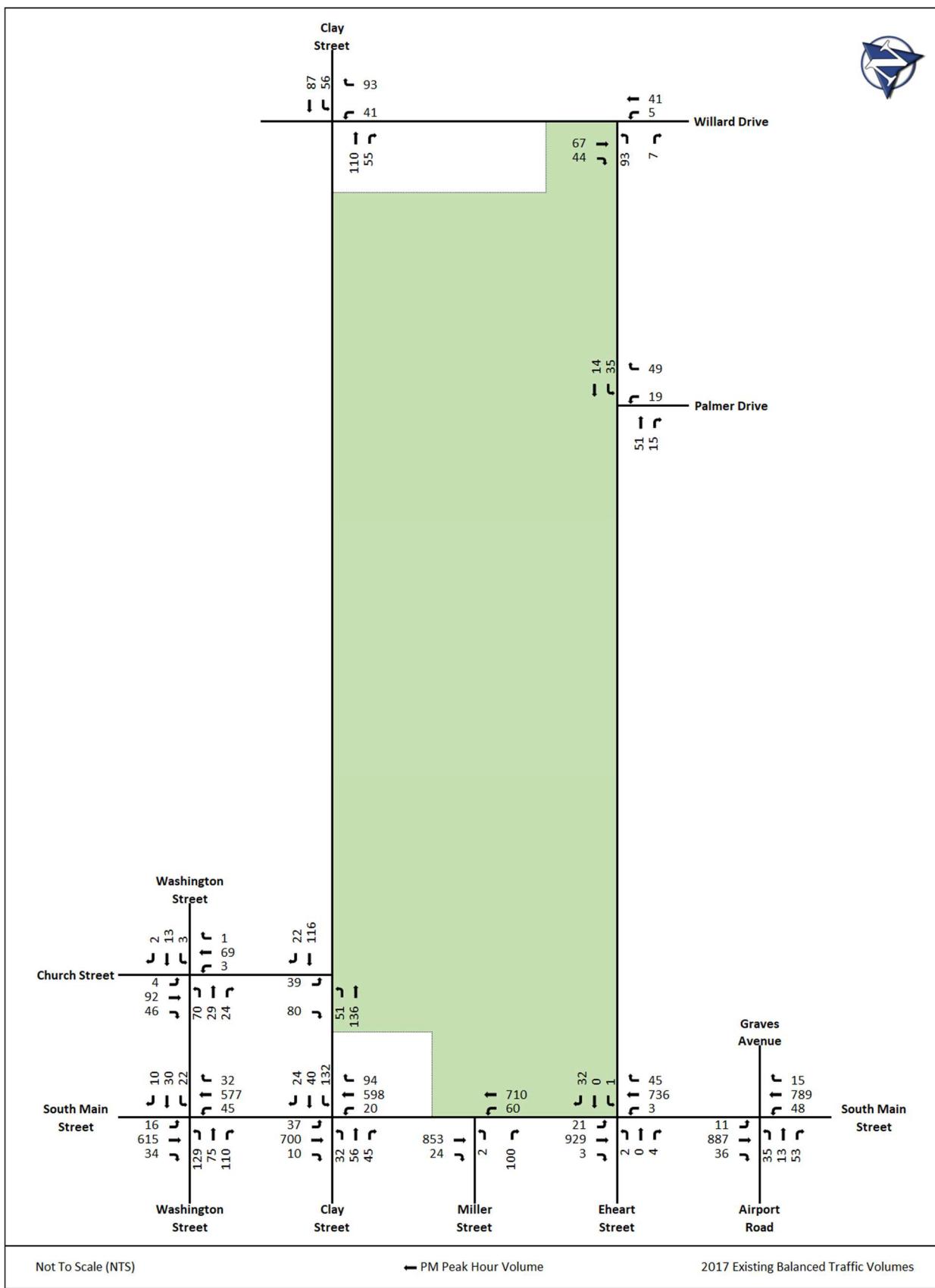


FIGURE 4 – 2025 NO BUILD AM TRAFFIC VOLUMES

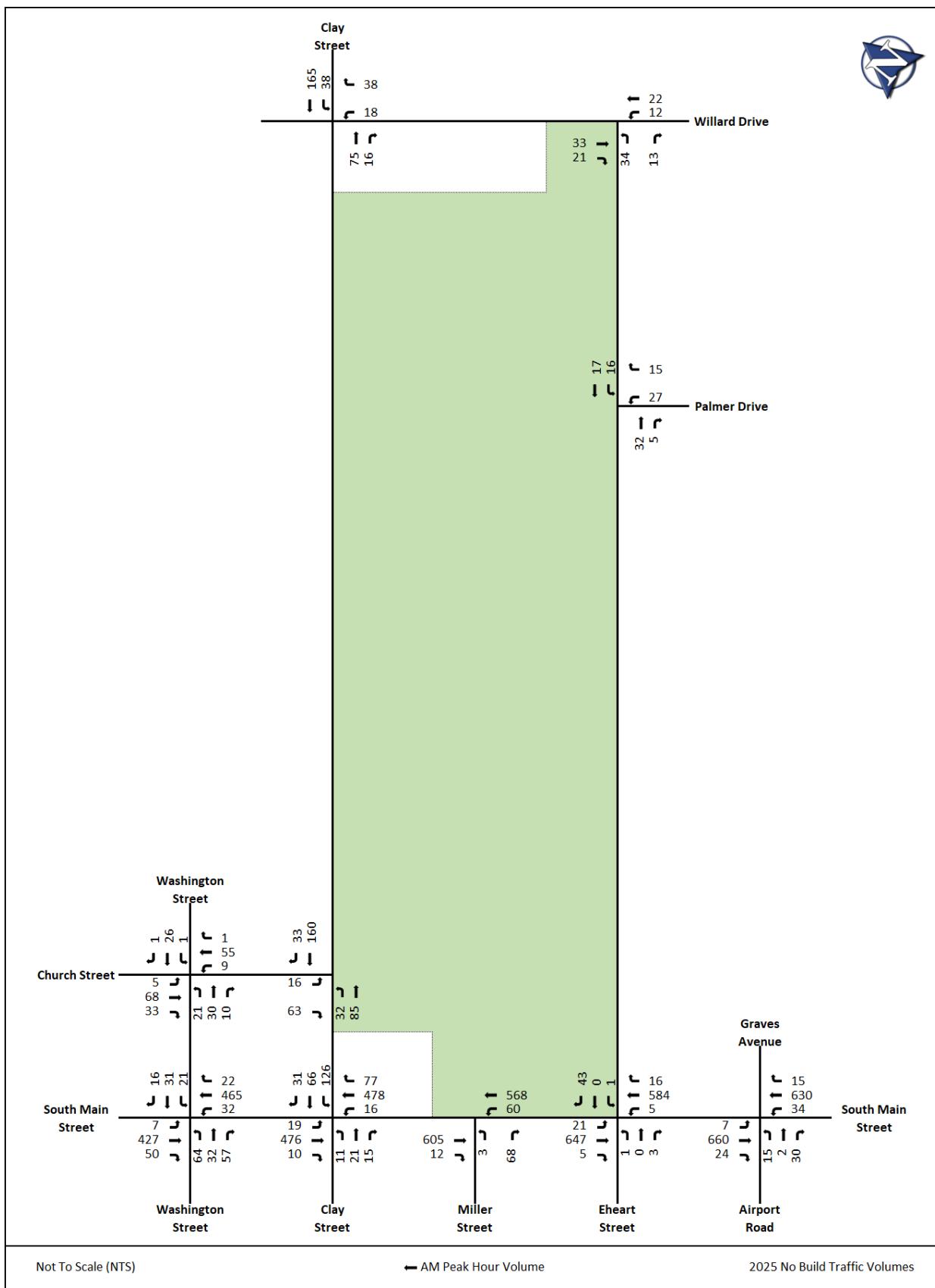
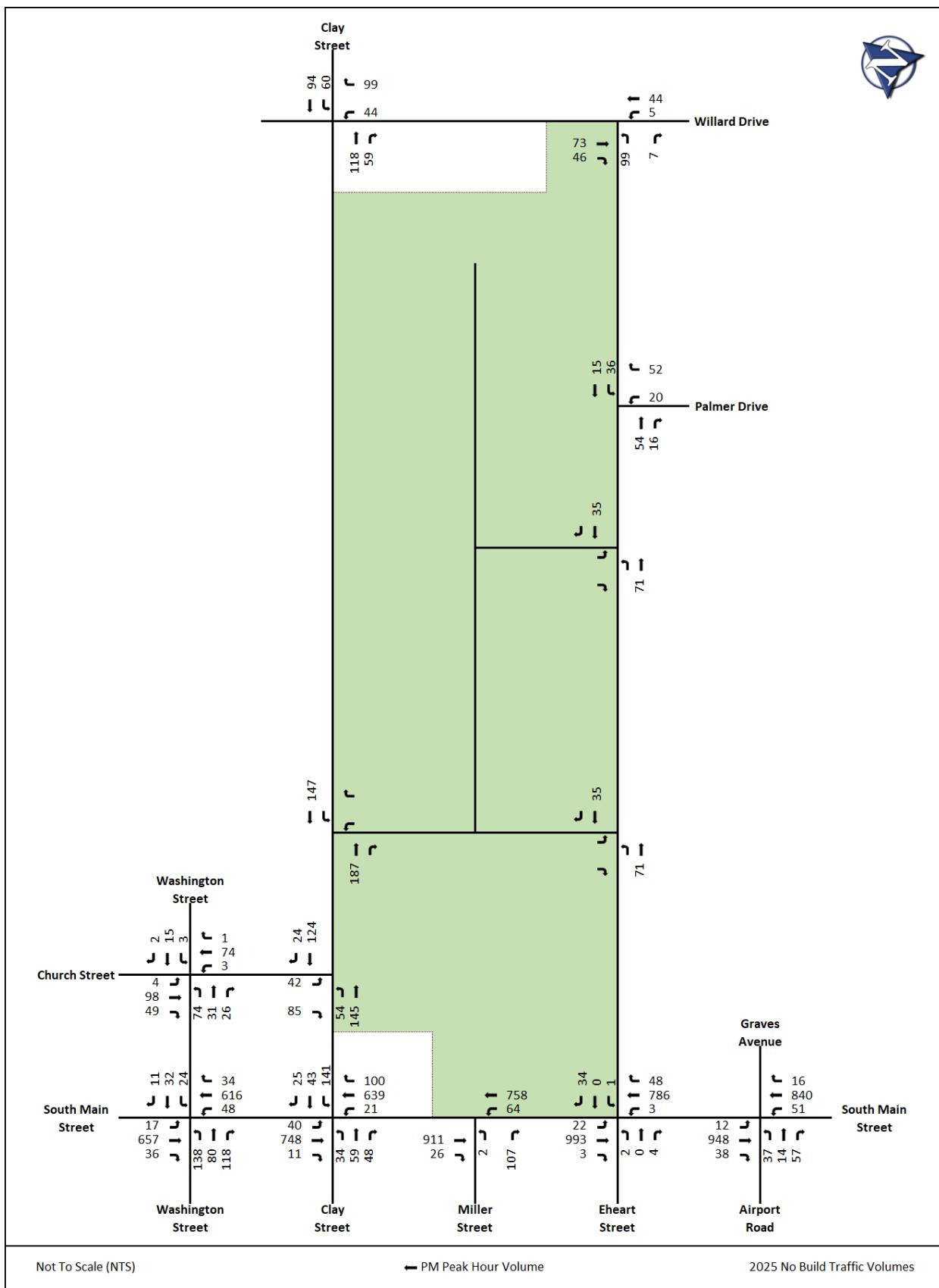


FIGURE 5 – 2025 NO BUILD PM TRAFFIC VOLUMES



2025 BUILD OUT CONDITIONS

Peak hour volumes for 2025 Build Out conditions were developed by adding projected site development trips to the 2025 No Build traffic volume projections. Projected site development trips for daily, AM Peak Hour, and PM Peak Hour are shown in **Table 1**. These values were developed by WRA based on the proposed site land use information provided by Balzer & Associates, using the data, trip generation rates and regression equations, and methodology from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.

To be conservative, no trip reductions for the OBMS development were assumed for internal capture of development traffic between proposed lane uses, pass-by trips already utilizing the study area roadway network, or for trips arriving via modes other than personal vehicles including pedestrian walking trips and arrivals by bicycle or bus. However, it is expected that some of the site-generated trips will be reduced by these factors, although due to the unknown potential for such reductions, they were excluded from the analysis to provide for a worst-case scenario set of traffic analysis results.

Pedestrian and bicycle volumes are expected to increase with the buildout of the site, although due to the existing volumes being relatively low as previously mentioned, it is not anticipated that these volumes will significantly impact vehicular operations at the study area intersections. Further, most of the pedestrian and bicycle activity should occur internal to the site or along the site's frontage with South Main Street, running parallel to South Main Street as opposed to crossing South Main Street.

TABLE 1 – PROJECTED SITE DEVELOPMENT TRIPS

Use	ITE Code	SF/Units	Daily	AM Hour	PM Hour	AM In	AM Out	PM In	PM Out
Multi-Family Residential (Mid-Rise)	221	300 units	1,633	100	127	26	74	77	50
Hotel	310	100 rooms	836	45	49	27	18	25	24
General Office	710	64,900 sf	698	87	76	75	12	12	64
Police Station	710	50,000 sf	542	73	59	63	10	9	50
Retail/Shopping	820	17,500 sf	661	16	67	10	6	32	35
Quality Restaurant	931	8,000 sf	671	6	62	3	3	42	20
High-Turnover Sit-Down Restaurant	932	10,000 sf	1,122	99	98	54	45	61	37
			6,163	426	538	258	168	258	280

As shown in **Figures 6 and 7**, the proposed development traffic volumes are projected to access the OBMS site primarily using South Main Street to access the site entrances proposed along Clay Street and Eheart Street. A limited amount of traffic is projected to access the development via secondary roads, including Church Street, Willard Drive, and Palmer Drive. Site trips were distributed along the roadway network after reviewing existing traffic patterns and estimating directional splits based on the existing traffic patterns and potential for trips to be diverted along roads other than South Main Street due to conditions approaching roadway capacity.

As shown in **Figures 8 and 9**, the proposed OBMS redevelopment will increase traffic volumes along South Main Street and throughout the study area network. Most of the traffic is projected to utilize

South Main Street to access the site via Clay Street and Eheart Street, while smaller amounts of traffic will utilize other routes to access the OBMS site.

FIGURE 6 – AM SITE DEVELOPMENT TRAFFIC VOLUMES

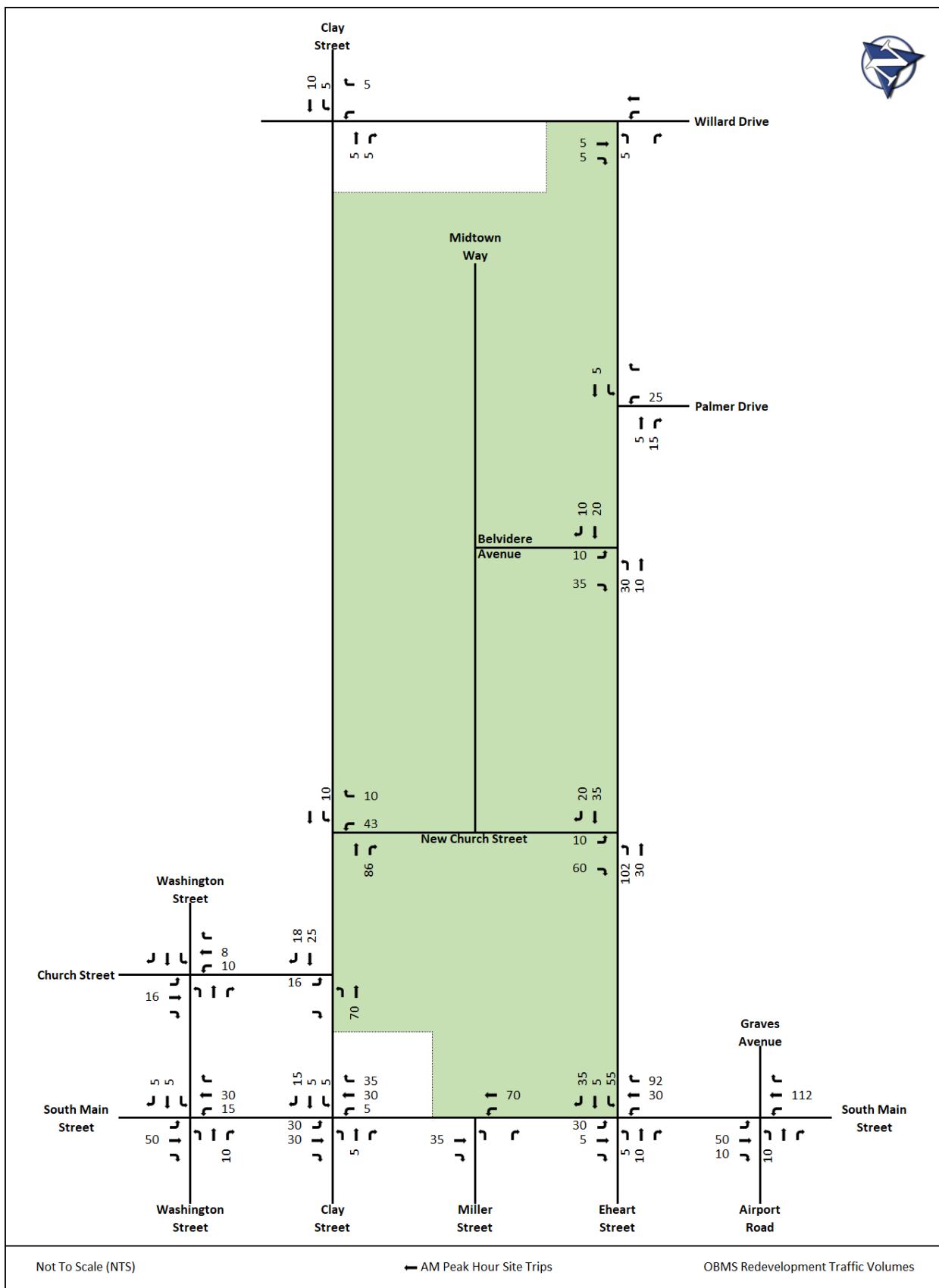


FIGURE 7 – PM SITE DEVELOPMENT TRAFFIC VOLUMES

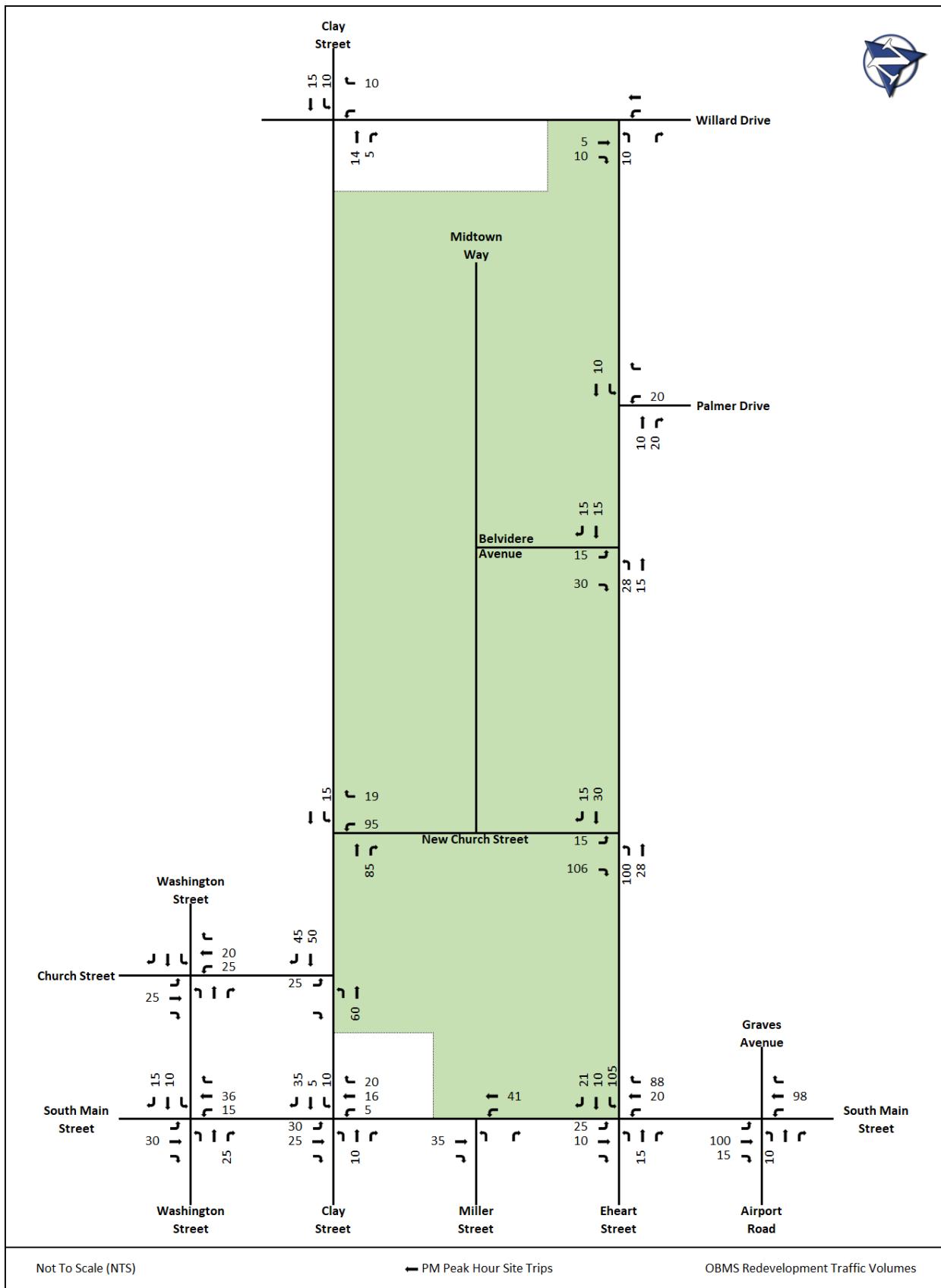


FIGURE 8 – 2025 BUILD OUT AM TRAFFIC VOLUMES

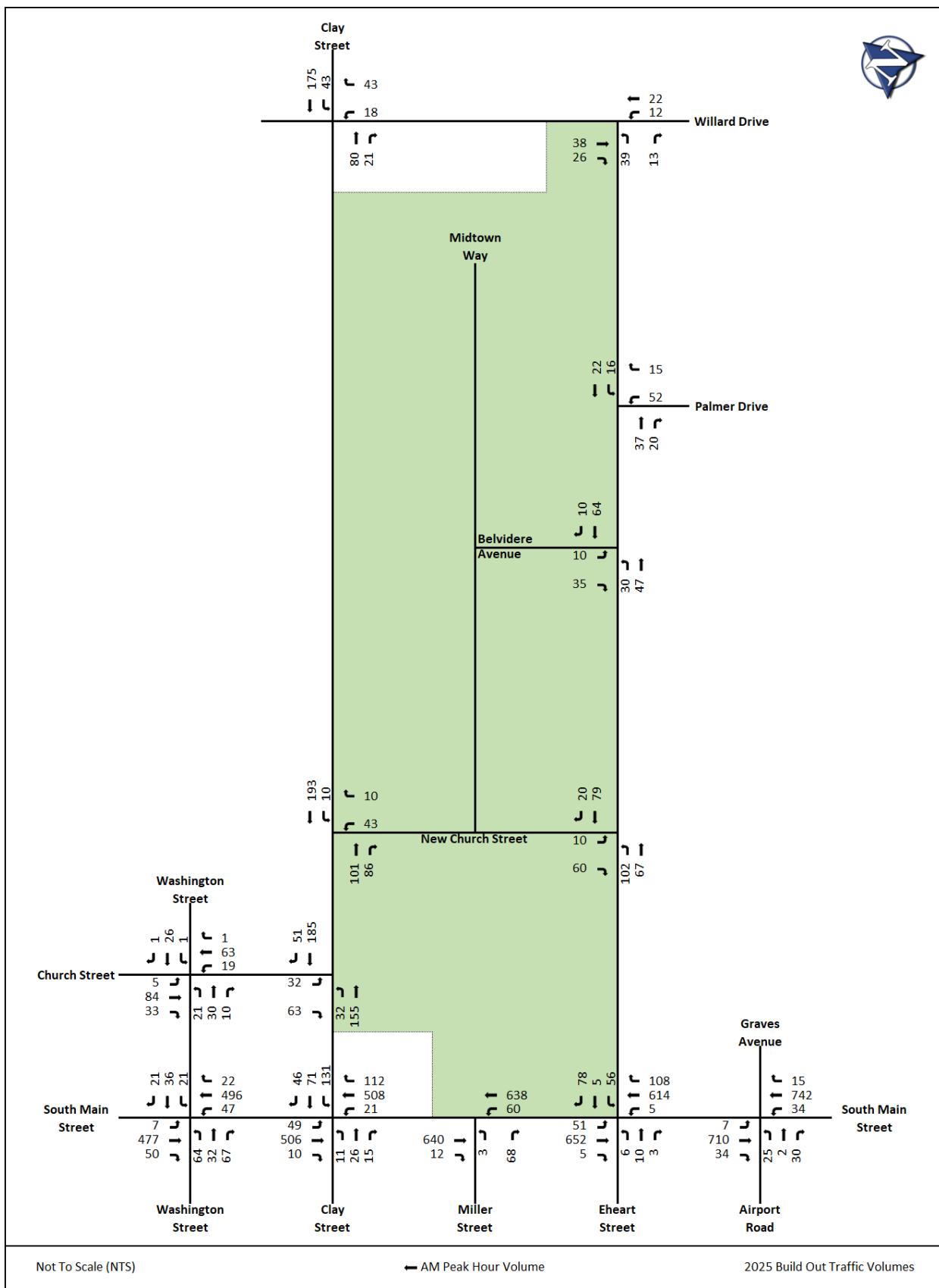
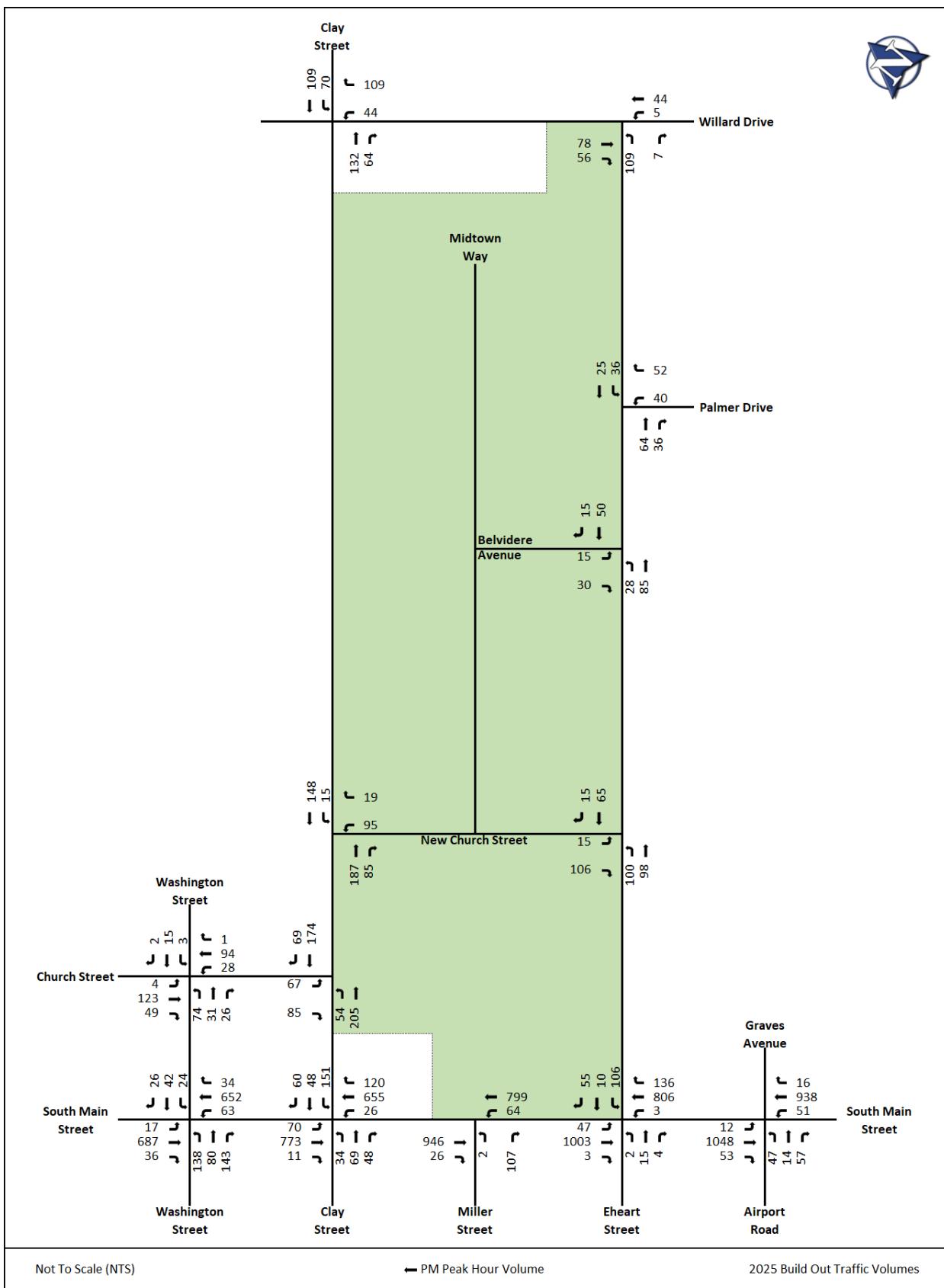


FIGURE 9 – 2025 BUILD OUT PM TRAFFIC VOLUMES



III. CAPACITY ANALYSIS

2017 EXISTING CONDITIONS

Capacity analysis using *Synchro 9* Software was performed to evaluate level of service (LOS), delays, and queues for existing conditions at the study area intersections using Highway Capacity Manual (HCM) methodologies. *Synchro 9* files of the study area containing existing signal timings and traffic volumes were developed by WRA. **Table 2** details the levels of service in terms of average expected delays.

Generally, a LOS of C or better is considered to be operationally good and of low delays to drivers. Levels of Service up to LOS E are considered acceptable at signalized intersections, particularly for side street approaches, where drivers are expected to wait for longer times to receive a green signal indication.

TABLE 2: LEVEL OF SERVICE DESCRIPTION

LOS	Control Delay (seconds / vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	< 10	< 10
B	> 10 < 20	> 10 < 15
C	> 20 < 35	> 15 < 25
D	> 35 < 55	> 25 < 35
E	> 55 < 80	> 35 < 50
F	> 80	> 50

Tables 3 and 4 summarize 2017 Existing peak hour traffic volumes and LOS by movement, approach, and overall intersection as well as 95th percentile queue lengths by movement at the three signalized intersections within the study area. As shown, the existing signalized intersections along South Main Street within the study area operate with overall intersection LOS C or better, and LOS E or better for all turning movements for both the AM and PM peak hours.

Detailed signalized intersection analysis results are contained in **Appendix D**, along with unsignalized intersection analysis results.

TABLE 3: SIGNALIZED CAPACITY ANALYSIS – 2017 AM EXISTING CONDITIONS

AM Peak Hour															
Intersection	Approach	Movement	Movement Volume	Approach Volume	Overall Volume	Queue Length (ft)	Level of Service	Approach LOS	Overall LOS	Movement Delay (sec)	Approach Delay (sec)	Overall Delay (sec)			
South Main Street at Washington Street Four-legged, signalized intersection	EB	L	60	143	1147	78	D	D	B	43.2	42.4	15.6			
		T	30			64	D			41.8					
		R	53			88	D	D		54.6	54.6				
	WB	L	20	63		m11	A	A		4.7	6.0				
		T	28			97	A			6.1					
		R	15			7	A			7.7					
	NB	L	30	487		316	B	B		12.4	12.3				
		T	436			21	D			44.5	44.9	16.8			
		R	21			35	D			45.0					
	SB	L	7	454		154	E	D	B	59.1	53.8				
		T	400			118	D			47.6					
		R	47			10	A			5.7	9.8				
South Main Street at Clay Street Four-legged, signalized intersection	EB	L	10	44	1261	339	B	A		10.0					
		T	20			m6	A			3.5	4.6				
		R	14			97	A			4.6					
	WB	L	118	209		22	C	C	A	26.9	26.5	6.1			
		T	62			0	C			26.2					
		R	29			-	-			-					
	NB	L	15	535		135	A	A		4.3	4.3				
		T	448			291	A	A		6.2	6.2				
		R	72			7	A	7		7					
South Main Street at Airport Road / Graves Avenue Four-legged, signalized intersection	EB	L	18	473		28	C	C	A	26.9	26.5				
		T	446			0	C			26.2					
		R	9			-	-			-					
	WB	L	-	-		135	A	A		4.3	4.3				
		T	-			291	A	A		6.2	6.2				
		R	-			7	A	7		7					
	NB	L	32	639		28	C	C	A	26.9	26.5				
		T	593			0	C			26.2					
		R	14			-	-			-					
	SB	L	7	650		135	A	A		4.3	4.3				
		T	621			291	A	A		6.2	6.2				
		R	22			7	A	7		7					

m - Volume for 95th percentile queue is metered by upstream signal

TABLE 4: SIGNALIZED CAPACITY ANALYSIS – 2017 PM EXISTING CONDITIONS

PM Peak Hour															
Intersection	Approach	Movement	Movement Volume	Approach Volume	Overall Volume	Queue Length (ft)	Level of Service	Approach LOS	Overall LOS	Movement Delay (sec)	Approach Delay (sec)	Overall Delay (sec)			
South Main Street at Washington Street Four-legged, signalized intersection	EB	L	129	314	1695	150	D	D	C	48.1	45.8	21.5			
		T	75			165	D			44.2					
		R	110			87	E	E		62.1	62.1				
	WB	L	22	62		m14	A	A		7.3	8.0				
		T	30			138	A			8.0					
		R	10			12	A			9.2	17.0				
	NB	L	45	654		510	B	B		17.1					
		T	577			165	A			17.0					
		R	32			87	E			17.0					
	SB	L	16	665		12	A			17.0					
		T	615			510	B			17.0					
		R	34			165	A			17.0					
South Main Street at Clay Street Four-legged, signalized intersection	EB	L	32	133	1788	52	D	D	B	43.7	44.9	19.5			
		T	56			105	D			45.3					
		R	45			176	E			69.8	61.5				
	WB	L	132	196		89	D	E		44.4					
		T	40			12	A			8.2	14.1				
		R	24			496	B			14.2					
	NB	L	20	712		m10	A	B		5.1	6.6				
		T	598			142	A			6.7					
		R	94			87	E			6.6					
	SB	L	37	747		12	A	A		14.2					
		T	700			510	B			14.1					
		R	10			165	A			6.6					
South Main Street at Airport Road / Graves Avenue Four-legged, signalized intersection	EB	L	35	101	1887	69	D	D	B	39.8	38.5	10.6			
		T	13			19	D			37.4					
		R	53			-	-			-	-				
	WB	L	-	-		-	-	-		-	-				
		T	-			201	A			6.4	6.4				
		R	-			504	B			10.6	10.6				
	NB	L	48	852		11	A	A		6.4	6.4				
		T	789			15	A			6.4	6.4				
		R	15			87	B			10.6	10.6				
	SB	L	11	934		36	A	B		10.6	10.6				
		T	887			87	B			10.6	10.6				
		R	36			165	A			10.6	10.6				

m - Volume for 95th percentile queue is metered by upstream signal

2025 NO BUILD CONDITIONS

Capacity analysis using *Synchro 9* Software was performed to evaluate LOS, delays, and queues for 2025 No Build conditions at the study area intersections using Highway Capacity Manual (HCM) methodologies. The *Synchro 9* files were updated with 2025 No Build traffic volumes. Signal timings were not modified to account for changes in travel demands under 2025 No Build conditions since projected background traffic growth is projected to be relatively minor.

Tables 5 and 6 summarize 2025 No Build peak hour traffic volumes and LOS by movement, approach, and overall intersection as well as 95th percentile queue lengths by movement at the three signalized intersections within the study area. As shown, the signalized intersections along South Main Street within the study area are projected to continue to operate with overall intersection LOS C or better, and LOS E or better for all turning movements for both the AM and PM peak hours.

Detailed signalized intersection analysis results are contained in **Appendix D**, along with unsignalized intersection analysis results.

TABLE 5: SIGNALIZED CAPACITY ANALYSIS – 2025 AM NO BUILD CONDITIONS

AM Peak Hour															
Intersection	Approach	Movement	Movement Volume	Approach Volume	Overall Volume	Queue Length (ft)	Level of Service	Approach LOS	Overall LOS	Movement Delay (sec)	Approach Delay (sec)	Overall Delay (sec)			
South Main Street at Washington Street Four-legged, signalized intersection	EB	L	64	153	1224	82	D	D	B	43.1	42.2	16.0			
		T	32			66	D			41.6					
		R	57			94	D			54.6	54.6				
	WB	L	21	68		m11	A	A		4.9	6.2				
		T	31			102	A			6.2					
		R	16			7	A			7.9	13.0				
	NB	L	32	519		347	B			13.1					
		T	465			7	A			4.9					
		R	22			347	B			6.2					
	SB	L	7	484		21	D	D	B	43.9	44.2	17.5			
		T	427			36	D			44.3					
		R	50			163	E			59.7	54.2				
South Main Street at Clay Street Four-legged, signalized intersection	EB	L	10	46	1345	123	D	D		47.0					
		T	21			11	A			6.3	11.3				
		R	15			383	B			11.5					
	WB	L	126	223		m6	A	B		3.7	4.9				
		T	66			104	A			4.9					
		R	31			25	C	C	A	27.0	26.6	7.0			
	NB	L	16	571		0	C			26.4					
		T	478			-	-			-	-				
		R	77			145	A	A		5.0	5.0				
	SB	L	19	505		318	A	A		7.3	7.3				
		T	476			-	-	-		-					
		R	10			-	-	-		-					
South Main Street at Airport Road / Graves Avenue Four-legged, signalized intersection	EB	L	15	47	1417	0	C	C	A	27.0	26.6	7.0			
		T	2			-	-			26.4					
		R	30			145	A	A		5.0	5.0				
	WB	L	-	-		318	A	A		7.3	7.3				
		T	-			-	-	-		-					
		R	-			-	-	-		-					
	NB	L	34	679		25	C	27.0		26.6					
		T	630			0	C	26.4							
		R	15			-	-	-		-					
	SB	L	7	691		145	A	A		5.0	5.0				
		T	660			318	A	A		7.3	7.3				
		R	24			-	-	-		-					

m - Volume for 95th percentile queue is metered by upstream signal

TABLE 6: SIGNALIZED CAPACITY ANALYSIS – 2025 PM NO BUILD CONDITIONS

PM Peak Hour															
Intersection	Approach	Movement	Movement Volume	Approach Volume	Overall Volume	Queue Length (ft)	Level of Service	Approach LOS	Overall LOS	Movement Delay (sec)	Approach Delay (sec)	Overall Delay (sec)			
South Main Street at Washington Street Four-legged, signalized intersection	EB	L	138	336	1811	158	D	D	C	48.4	45.5	22.3			
		T	80			179	D			43.5					
		R	118			92	E	E		56.7	56.7				
	WB	L	24	67		m13	A	A		8.4	8.6				
		T	32			146	A			8.6					
		R	11			13	B			10.3	19.2				
	NB	L	48	698		580	B	B		19.5					
		T	616			17				10.3					
		R	34			657				19.5					
	SB	L	17	710		34		B		10.3	19.2				
		T	657			657				19.5					
		R	36			36				10.3					
South Main Street at Clay Street Four-legged, signalized intersection	EB	L	34	141	1909	55	D	D	C	42.9	44.2	21.2			
		T	59			111	D			44.7					
		R	48			#201	E	E		75.3	65.0				
	WB	L	141	209		92	D			43.6					
		T	43			12	A	B		9.6	16.7				
		R	25			558	B			17.0					
	NB	L	21	760		m10	A	A		6.0	7.5				
		T	639			151	A			7.6					
		R	100			748				7.6					
	SB	L	40	799		11		A		6.0	7.5				
		T	748			151				7.6					
		R	11			799				7.6					
South Main Street at Airport Road / Graves Avenue Four-legged, signalized intersection	EB	L	37	108	2013	71	D	D	B	49.1	47.3	11.4			
		T	14			22	D			45.7					
		R	57			-	-			-					
	WB	L	-	-		-	-	-		-	-				
		T	-			255	A	A		6.9	6.9				
		R	-			948	B			6.9					
	NB	L	51	907		38		B		10.5	10.5				
		T	840			12				10.5	10.5				
		R	16			948				10.5	10.5				
	SB	L	12	998		38		B		10.5	10.5				
		T	948			631				10.5	10.5				
		R	38			998				10.5	10.5				

- 95th percentile volume exceeds capacity, queue may be longer

m - Volume for 95th percentile queue is metered by upstream signal

2025 BUILD OUT CONDITIONS

The OBMS development has three proposed entrances: one along Clay Street, and two along Eheart Street. The proposed entrances will operate as stop-controlled T-intersections, with the traffic exiting from the development having the stop condition. To serve the proposed development traffic along westbound Eheart Street, two lanes are required at South Main Street: an exclusive right-turn lane, and a shared through / left-turn lane. This configuration will help reduce queues leaving the development and improve projected levels of service for traffic entering South Main Street from westbound Eheart Street.

Capacity analysis using *Synchro 9* Software was performed to evaluate LOS, delays, and queues for 2025 Build conditions at the study area intersections using Highway Capacity Manual (HCM) methodologies. The *Synchro 9* files were updated with 2025 Build traffic volumes. Signal timings were modified to account for changes in travel demands under 2025 Build conditions.

A traffic signal was assumed for the intersection of South Main Street at Eheart Street for the 2025 Build conditions. Based on projected site development trips and existing traffic volumes at the intersection, a traffic signal will be warranted to help serve the OBMS redevelopment. Traffic signal warrants analysis results are contained in **Appendix C**.

Tables 7 and 8 summarize 2025 Build peak hour traffic volumes and LOS by movement, approach, and overall intersection as well as 95th percentile queue lengths by movement at the three signalized intersections within the study area. As shown, the signalized intersections along South Main Street within the study area are projected to continue to operate with overall intersection LOS C or better, and LOS E or better for all turning movements for both the AM and PM peak hours. Minor signal timing enhancements were incorporated into the 2025 Build analysis to accommodate the new traffic signal at Eheart Street.

It should be noted that traffic volume to capacity ratios at the Eheart Street intersection are high, nearing the maximum operational capacity along South Main Street. In order to increase the capacity along southbound South Main Street leaving the downtown area for the long term of 2025 and beyond, it may be possible to remove the existing on-street parking along South Main Street to provide a second southbound lane between Eheart Street and Airport Road. Such a change in lane utilization along South Main Street could likely be accomplished through re-striping the roadway, without the need to physically widen the South Main Street.

Detailed signalized intersection analysis results are contained in **Appendix D**, along with unsignalized intersection analysis results.

TABLE 7: SIGNALIZED CAPACITY ANALYSIS – 2025 AM BUILD OUT CONDITIONS

AM Peak Hour															
Intersection	Approach	Movement	Movement Volume	Approach Volume	Overall Volume	Queue Length (ft)	Level of Service	Approach LOS	Overall LOS	Movement Delay (sec)	Approach Delay (sec)	Overall Delay (sec)			
South Main Street at Washington Street Four-legged, signalized intersection	EB	L	64	163	1340	82	D	D	B	43.1	42.1	16.8			
		T	32			68	D			41.5					
		R	67			103	E	E		55	55.0				
	WB	L	21	78		m14	A	A		5.3	6.4				
		T	36			113	A			6.6					
		R	21			7	A			8.5					
	NB	L	47	565		392	B	B		14.6	14.5				
		T	496												
		R	22												
	SB	L	7	534											
		T	477												
		R	50												
South Main Street at Clay Street Four-legged, signalized intersection	EB	L	11	52	1506	25	D	D	B	44.0	44.3	15.7			
		T	26			50	D			44.3					
		R	15			166	E	D		59.3	54.0				
	WB	L	131	248		144	D			48.2					
		T	71			m7	A	A		5.6	8.0				
		R	46			165	A			8.1					
	NB	L	21	641		m13	A	A		4.0	4.9				
		T	508			103	A			4.9					
		R	112												
	SB	L	49	565											
		T	506												
		R	10												
South Main Street at Eheart Street Four-legged, signalized intersection	EB	L	6	19	1593	34	D	D	B	50.0	50.0	12.3			
		T	10			94	E	D		55.3	52.1				
		R	3			47	D			49.7	10.5				
	WB	L	56	139		4	A	B		4.8	10.5				
		T	5			459	B			10.5					
		R	78			10	A			3.8	5.3				
	NB	L	5	727		237	A	A		5.4					
		T	614												
		R	108												
	SB	L	51	708											
		T	652												
		R	5												
South Main Street at Airport Road / Graves Avenue Four-legged, signalized intersection	EB	L	25	57	1599	39	C	C	A	29.6	29.2	7.2			
		T	2			1	C	28.8		-					
		R	30			-	-	-							
	WB	L	-	-				-		-					
		T	-												
		R	-												
	NB	L	34	791		174	A	A	A	5.1	5.1				
		T	742												
		R	15												
	SB	L	7	751		366	A	A		7.9	7.9				
		T	710												
		R	34												

m - Volume for 95th percentile queue is metered by upstream signal

TABLE 8: SIGNALIZED CAPACITY ANALYSIS – 2025 PM BUILD OUT CONDITIONS

PM Peak Hour															
Intersection	Approach	Movement	Movement Volume	Approach Volume	Overall Volume	Queue Length (ft)	Level of Service	Approach LOS	Overall LOS	Movement Delay (sec)	Approach Delay (sec)	Overall Delay (sec)			
South Main Street at Washington Street Four-legged, signalized intersection	EB	L	138	361	1942	156	D	D	C	48.0	45.2	24.1			
		T	80			192	D			43.5					
		R	143			118	E	E		57.1	57.1				
	WB	L	24	92		m26	B	B		13.4	12.4				
		T	42			235	B			12.4					
		R	26			13	B			10.9	20.7				
	NB	L	63	749		637	C			20.9					
		T	652												
		R	34												
	SB	L	17	740				C							
		T	687												
		R	36												
South Main Street at Clay Street Four-legged, signalized intersection	EB	L	34	151	2065	55	D	D	B	42.9	44.2	19.1			
		T	69			124	D			44.6					
		R	48			196	E			69.8	59.5				
	WB	L	151	259		133	D	E		45.2					
		T	48			343	B			11.9	12.8				
		R	60			m17	A			12.8					
	NB	L	26	801		160	A	A		7.0	7.7				
		T	655												
		R	120												
	SB	L	70	854											
		T	773												
		R	11												
South Main Street at Eheart Street Four-legged, signalized intersection	EB	L	2	21	2190	37	D	D	B	46.0	46.0	18.1			
		T	15			158	E			63.0	57.5				
		R	4			28	D			45.7	17.2				
	WB	L	106	171		1	B	B		12.8					
		T	10			471	B			17.2					
		R	55			m14	B			10.1	11.9				
	NB	L	3	945		#883	B	B		12.0					
		T	806												
		R	136												
	SB	L	47	1053											
		T	1003												
		R	3												
South Main Street at Airport Road / Graves Avenue Four-legged, signalized intersection	EB	L	47	118	2236	87	D	D	B	51.2	49.1	13.1			
		T	14			26	D			46.9	7.7				
		R	57			-	-			-					
	WB	L	-	-											
		T	-												
		R	-												
	NB	L	51	1005		321	A	A		7.7	7.7				
		T	938			#1055	B	B							
		R	16												
	SB	L	12	1113						14.2	14.2				
		T	1048												
		R	53												

- 95th percentile volume exceeds capacity, queue may be longer
m - Volume for 95th percentile queue is metered by upstream signal

IV. SUMMARY OF FINDINGS

This Traffic Analysis Report documents the potential traffic impacts associated with the proposed Old Blacksburg Middle School redevelopment and how it will impact the study area roadway network around the OBMS site.

Traffic analysis of 2017 existing conditions indicates that the three existing signalized study intersections along South Main Street operate at LOS C or better during both the AM and PM peak hours, and unsignalized intersections also generally operate at LOS C or better for the stop-controlled intersection approaches. All signalized intersections within the study area are projected to operate at LOS C or better under 2025 No Build conditions.

To accommodate the OBMS redevelopment, a traffic signal will be warranted at the intersection of South Main Street at Eheart Street. To provide adequate levels of service, two westbound lanes along Eheart Street approaching South Main Street should be provided, with a right-turn only lane and a shared left-turn / through lane.

With the proposed buildout of the OBMS site, a significant number of vehicular trips will be added to the existing roadway network. However, analysis results indicate that signalized intersections will continue to operate at LOS C or better during both the AM and PM peak hours for the 2025 Build conditions, including the new traffic signal proposed for the intersection of South Main Street at Eheart Street.

In summary, the proposed OBMS redevelopment will increase traffic along South Main Street and the adjacent roadways within the project study area, with the majority of the traffic accessing the site via South Main Street to Clay Street and Eheart Street. The traffic increases can be accommodated within the existing roadway network, although the sensitivity of the Main Street signalized corridor network may result in traffic impacts further away from the development, particularly through the downtown area. However, if this occurs, it may be possible to further adjust signal timings along Main Street to ensure adequate traffic flow, to reduce delays, and to minimize traffic queues.

APPENDIX A

EXISTING TRAFFIC VOLUMES

VDOT HISTORICAL DATA

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 1-Main St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Cars

Start Time	Main St Southbound					Washington St Westbound					Main St Northbound					Washington St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	6	46	0	1	53	0	2	1	0	3	1	54	4	0	59	1	0	3	1	5	120
07:15 AM	14	53	0	1	68	0	4	1	1	6	0	76	7	0	83	1	0	3	1	5	162
07:30 AM	11	72	1	1	85	1	7	2	3	13	0	96	13	1	110	1	0	0	2	3	211
07:45 AM	28	72	1	1	102	2	14	0	3	19	0	113	17	1	131	4	2	3	5	14	266
Total	59	243	2	4	308	3	27	4	7	41	1	339	41	2	383	7	2	9	9	27	759
08:00 AM	24	63	2	2	91	0	4	1	2	7	0	96	10	1	107	5	2	9	2	18	223
08:15 AM	22	67	0	1	90	1	7	0	3	11	0	107	10	3	120	3	3	6	1	13	234
08:30 AM	14	87	0	3	104	4	10	3	1	18	2	108	14	0	124	5	5	10	2	22	268
08:45 AM	19	110	5	2	136	0	9	5	3	17	2	110	14	1	127	6	6	8	6	26	306
Total	79	327	7	8	421	5	30	9	9	53	4	421	48	5	478	19	16	33	11	79	1031
09:00 AM	15	93	1	2	111	1	13	5	1	20	2	121	12	1	136	4	8	16	0	28	295
09:15 AM	20	84	3	4	111	1	10	4	4	19	0	135	16	2	153	11	3	12	2	28	311
09:30 AM	13	84	1	3	101	2	1	3	1	7	4	120	9	2	135	7	6	14	2	29	272
09:45 AM	7	99	2	0	108	1	6	1	2	10	3	97	20	1	121	8	4	10	3	25	264
Total	55	360	7	9	431	5	30	13	8	56	9	473	57	6	545	30	21	52	7	110	1142
10:00 AM	12	93	2	2	109	0	4	1	4	9	2	113	11	0	126	7	4	11	5	27	271
10:15 AM	10	87	1	1	99	3	8	0	5	16	12	115	15	1	143	13	6	11	2	32	290
10:30 AM	12	108	4	4	128	1	4	2	7	14	1	124	10	2	137	11	10	16	3	40	319
10:45 AM	16	115	1	2	134	1	7	3	5	16	3	129	9	1	142	16	8	13	4	41	333
Total	50	403	8	9	470	5	23	6	21	55	18	481	45	4	548	47	28	51	14	140	1213
11:00 AM	7	106	0	2	115	4	4	3	1	12	5	85	12	0	102	13	5	19	4	41	270
11:15 AM	7	105	3	2	117	2	3	0	1	6	2	105	5	2	114	10	7	13	0	30	267
11:30 AM	14	114	1	1	130	0	0	3	4	7	6	98	6	1	111	13	7	11	1	32	280
11:45 AM	8	144	2	2	156	3	4	2	1	10	5	137	6	0	148	12	9	28	6	55	369
Total	36	469	6	7	518	9	11	8	7	35	18	425	29	3	475	48	28	71	11	158	1186
12:00 PM	16	132	3	9	160	4	5	4	5	18	1	113	6	5	125	21	8	22	4	55	358
12:15 PM	7	150	2	4	163	3	9	5	8	25	6	125	7	2	140	17	13	21	0	51	379
12:30 PM	10	146	2	0	158	3	5	7	3	18	3	115	10	1	129	11	11	17	4	43	348
12:45 PM	10	105	4	3	122	2	3	7	7	19	2	130	7	4	143	14	7	18	1	40	324
Total	43	533	11	16	603	12	22	23	23	80	12	483	30	12	537	63	39	78	9	189	1409
01:00 PM	14	108	2	5	129	2	3	0	8	13	3	114	8	7	132	11	12	20	1	44	318
01:15 PM	7	140	1	4	152	2	6	4	1	13	6	122	14	0	142	10	9	16	0	35	342
01:30 PM	7	120	2	4	133	2	6	5	7	20	4	117	13	1	135	13	9	13	3	38	326
01:45 PM	14	143	4	6	167	2	4	2	9	17	2	142	15	2	161	13	6	24	7	50	395
Total	42	511	9	19	581	8	19	11	25	63	15	495	50	10	570	47	36	73	11	167	1381
02:00 PM	9	131	2	3	145	1	6	3	8	18	4	114	8	2	128	21	8	17	4	50	341
02:15 PM	9	97	2	4	112	3	2	0	3	8	3	104	12	2	121	18	8	22	0	48	289
02:30 PM	10	112	3	1	126	1	5	3	1	10	3	109	8	1	121	8	10	23	0	41	298
02:45 PM	10	113	3	4	130	2	1	3	4	10	8	131	6	4	149	14	10	22	5	51	340
Total	38	453	10	12	513	7	14	9	16	46	18	458	34	9	519	61	36	84	9	190	1268
03:00 PM	15	128	0	3	146	2	8	3	4	17	4	135	13	3	155	17	12	26	3	58	376
03:15 PM	11	127	3	10	151	0	7	1	7	15	11	126	8	4	149	21	13	23	7	64	379
03:30 PM	14	152	4	1	171	0	4	5	2	11	8	138	8	3	157	15	7	22	2	46	385
03:45 PM	10	142	7	3	162	3	3	1	5	12	3	113	11	0	127	22	10	28	3	63	364
Total	50	549	14	17	630	5	22	10	18	55	26	512	40	10	588	75	42	99	15	231	1504
04:00 PM	15	144	1	7	167	2	4	1	3	10	9	147	5	1	162	19	11	23	3	56	395
04:15 PM	7	121	7	4	139	0	6	9	1	16	7	106	9	1	123	31	12	30	4	77	355
04:30 PM	12	135	1	7	155	4	2	6	1	13	14	144	11	0	169	30	14	33	2	79	416
04:45 PM	10	141	2	8	161	2	9	4	6	21	7	139	8	0	154	26	16	28	7	77	413
Total	44	541	11	26	622	8	21	20	11	60	37	536	33	2	608	106	53	114	16	289	1579
05:00 PM	10	143	5	4	162	3	11	8	3	25	8	132	19	3	162	34	21	36	5	96	445
05:15 PM	5	163	2	5	175	3	4	9	4	20	13	143	7	2	165	19	14	37	4	74	434
05:30 PM	9	149	7	1	166	3	9	2	3	17	4	141	9	3	157	29	21	28	5	83	423
05:45 PM	18	104	6	6	134	5	7	5	7	24	5	137	14	5	161	18	14	23	3	58	377
Total	42	559	20	16	637	14	31	24	17	86	30	553	49	13	645	100	70	124	17	311	1679
06:00 PM	18	117	3	7	145	2	6	2	8	18	7	133	16	2	158	26	21	30	4	81	402
06:15 PM	17	131	7	9	164	4	8	4	6	22	6	120	15	2	143	32	8	36	3	79	408
06:30 PM	13	128	2	13	156	1	12	5	9	27	6	141	12	2	161	18	20	26	6	70	414
06:45 PM	14	80	8	16	118	2	6	4	9	21	8	142	10	2	162	20	20	34	9	83	384
Total	62	456	20	45	583	9	32	15	32	88	27	536	53	8	624	96	69	126	22	313	1608
Grand Total	600	5404	125	188	6317	90	282	152	194	718	215	5712	509	84	6520	699	440	914	151	2204	15759
Apprch %	9.5	85.5	2	3	40.1	12.5	39.3	21.2	27	3.3	87.6	7.8	1.3	31.7	31.7	20	41.5	6.9			
Total %	3.8	34.3	0.8	1.2		0.6	1.8	1	1.2	4.6	1.4	36.2	3.2	0.5	41.4	4.4	2.8	5.8	1	14	

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File Name : 1-Main St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 2

	Main St Southbound				Washington St Westbound				Main St Northbound				Washington St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 10:15 AM																		
10:15 AM	10	87	1	98		3	8	0	11	12	115	15	142	13	6	11	30	281
10:30 AM	12	108	4	124		1	4	2	7	1	124	10	135	11	10	16	37	303
10:45 AM	16	115	1	132		1	7	3	11	3	129	9	141	16	8	13	37	321
11:00 AM	7	106	0	113		4	4	3	11	5	85	12	102	13	5	19	37	263
Total Volume	45	416	6	467		9	23	8	40	21	453	46	520	53	29	59	141	1168
% App. Total	9.6	89.1	1.3			22.5	57.5	20		4	87.1	8.8		37.6	20.6	41.8		
PHF	.703	.904	.375	.884		.563	.719	.667	.909	.438	.878	.767	.915	.828	.725	.776	.953	.910

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	10	141	2	153		2	9	4	15	7	139	8	154	26	16	28	70	392
05:00 PM	10	143	5	158		3	11	8	22	8	132	19	159	34	21	36	91	430
05:15 PM	5	163	2	170		3	4	9	16	13	143	7	163	19	14	37	70	419
05:30 PM	9	149	7	165		3	9	2	14	4	141	9	154	29	21	28	78	411
Total Volume	34	596	16	646		11	33	23	67	32	555	43	630	108	72	129	309	1652
% App. Total	5.3	92.3	2.5			16.4	49.3	34.3		5.1	88.1	6.8		35	23.3	41.7		
PHF	.850	.914	.571	.950		.917	.750	.639	.761	.615	.970	.566	.966	.794	.857	.872	.849	.960

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File Name : 1-Main St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Buses

Start Time	Main St Southbound					Washington St Westbound					Main St Northbound					Washington St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	11
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	8	0	0	8	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	22
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	1	6	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
Total	1	12	0	0	13	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	17
09:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
09:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
09:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
10:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
11:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
11:15 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
11:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	16
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:15 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
12:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	7	0	0	7	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	12
01:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
01:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
01:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
01:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	4
Total	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	1	0	0	0	0	14
02:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
02:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	9	0	0	9	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	16
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:15 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	0	7
03:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	1	0	0	0	0	12
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
04:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
05:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:45 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Total	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	16
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:15 PM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
06:30 PM	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	10
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	16	0	0	16	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	20
Grand Total	1	103	0	0	104	0	1	0	0	1	0	78	2	0	80	2	0	0	0	2	187
Apprch %	1	99	0	0	100	0	100	0	0	0	0	97.5	2.5	0	100	0	0	0	0	0	3
Total %	0.5	55.1	0	0	55.6	0	0.5	0	0	0.5	0	41.7	1.1	0	42.8	1.1	0	0	0	0	1.1

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(888) 247-8602

File Name : 1-Main St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 2

	Main St Southbound				Washington St Westbound				Main St Northbound				Washington St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:00 AM																		
07:00 AM	0	2	0	2		0	0	0	0	0	9	0	9	0	0	0	0	11
07:15 AM	0	2	0	2		0	0	0	0	0	1	0	1	0	0	0	0	3
07:30 AM	0	1	0	1		0	0	0	0	0	2	1	3	0	0	0	0	4
07:45 AM	0	3	0	3		0	0	0	0	0	1	0	1	0	0	0	0	4
Total Volume	0	8	0	8		0	0	0	0	0	13	1	14	0	0	0	0	22
% App. Total	0	100	0	0		0	0	0	0	0	92.9	7.1	0	0	0	0	0	
PHF	.000	.667	.000	.667		.000	.000	.000	.000	.000	.361	.250	.389	.000	.000	.000	.000	.500
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 05:45 PM																		
05:45 PM	0	4	0	4		0	0	0	0	0	1	0	1	0	0	0	0	5
06:00 PM	0	0	0	0		0	0	0	0	0	1	0	1	0	0	0	0	1
06:15 PM	0	6	0	6		0	0	0	0	0	1	0	1	0	0	0	0	7
06:30 PM	0	8	0	8		0	0	0	0	0	2	0	2	0	0	0	0	10
Total Volume	0	18	0	18		0	0	0	0	0	5	0	5	0	0	0	0	23
% App. Total	0	100	0	0		0	0	0	0	0	100	0	0	0	0	0	0	
PHF	.000	.563	.000	.563		.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.575

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(888) 247-8602

File Name : 1-Main St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Trucks

Start Time	Main St Southbound					Washington St Westbound					Main St Northbound					Washington St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
07:15 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
07:45 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Total	0	12	0	0	12	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	28
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
08:30 AM	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	8
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	1	1	0	2	8
Total	0	10	0	0	10	0	0	0	0	0	1	13	1	0	15	0	1	1	0	2	27
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	1	2	0	0	3	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	9
09:30 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	9
09:45 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	8
Total	1	9	0	0	10	0	0	0	0	0	1	12	0	0	13	0	0	3	0	3	26
10:00 AM	0	2	0	0	2	1	0	0	0	1	0	6	1	0	7	0	0	1	0	1	11
10:15 AM	0	5	1	0	6	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	16
10:30 AM	1	2	0	0	3	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	8
10:45 AM	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
Total	2	14	1	0	17	1	0	1	0	2	0	23	1	0	24	0	0	2	0	2	45
11:00 AM	0	7	0	0	7	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	11
11:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	7
11:30 AM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
11:45 AM	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	8
Total	0	16	1	0	17	1	0	0	0	1	0	9	1	0	10	1	1	2	0	4	32
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
12:30 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
12:45 PM	2	1	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	2	4	0	0	6	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	18
01:00 PM	0	0	1	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4
01:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	2	0	3	1	0	1	0	2	7
01:30 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	7
01:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	5
Total	0	6	2	0	8	0	0	1	0	1	0	7	2	0	9	4	0	1	0	5	23
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
02:15 PM	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	0	0	4
02:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	4
Total	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	2	0	0	0	0	18
03:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	7
03:15 PM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5
03:30 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	9	0	0	9	0	0	2	0	2	0	6	0	0	6	1	0	0	0	1	18
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	4	0	0	4	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	7
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	1	0	2	1	0	0	0	0	4
Grand Total	5	100	4	0	109	2	1	5	0	8	3	112	5	0	120	9	2	9	0	20	257
Apprch %	4.6	91.7	3.7	0	42.4	25	12.5	62.5	0	3.1	2.5	93.3	4.2	0	46.7	45	10	45	0	7.8	
Total %	1.9	38.9	1.6	0		0.8	0.4	1.9	0	3.1	1.2	43.6	1.9	0	46.7	3.5	0.8	3.5	0	7.8	

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(888) 247-8602

File Name : 1-Main St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 2

	Main St Southbound				Washington St Westbound				Main St Northbound				Washington St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 10:00 AM																		
10:00 AM	0	2	0	2		1	0	0	1	0	6	1	7	0	0	1	1	11
10:15 AM	0	5	1	6		0	0	0	0	0	9	0	9	0	0	1	1	16
10:30 AM	1	2	0	3		0	0	1	1	0	4	0	4	0	0	0	0	8
10:45 AM	1	5	0	6		0	0	0	0	0	4	0	4	0	0	0	0	10
Total Volume	2	14	1	17		1	0	1	2	0	23	1	24	0	0	2	2	45
% App. Total	11.8	82.4	5.9			50	0	50		0	95.8	4.2		0	0	100		
PHF	.500	.700	.250	.708		.250	.000	.250	.500	.000	.639	.250	.667	.000	.000	.500	.500	.703

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:30 PM

12:30 PM	0	3	0	3		0	0	0	0	0	5	0	5	0	0	0	0	8
12:45 PM	2	1	0	3		0	0	0	0	0	3	0	3	0	0	0	0	6
01:00 PM	0	0	1	1		0	0	1	1	0	2	0	2	0	0	0	0	4
01:15 PM	0	1	1	2		0	0	0	0	0	1	2	3	1	0	1	2	7
Total Volume	2	5	2	9		0	0	1	1	0	11	2	13	1	0	1	2	25
% App. Total	22.2	55.6	22.2			0	0	100		0	84.6	15.4		50	0	50		
PHF	.250	.417	.500	.750		.000	.000	.250	.250	.000	.550	.250	.650	.250	.000	.250	.250	.781

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File Name : 1-Main St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Bicycles on Road

Start Time	Main St Southbound					Washington St Westbound					Main St Northbound					Washington St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total	1	0	0	0	0	1	0	1	0	0	1	0	4	1	0	5	0	0	0	0	7
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	2	0	0	0	2	0	2	0	2	0	0	0	0	0	4
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	0	2	0	3	0	3	0	0	0	0	0	5
10:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	2
10:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	1	0	0	2	0	0	2	0	0	0	0	0	0	6
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	2	0	0	5
01:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	2	0	2	1	0	0	1	4
01:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	2
Total	0	3	0	0	3	0	1	0	0	1	0	3	1	0	4	0	1	0	0	1	9
02:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	3
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
03:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	1	0	0	1	0	0	1	0	1	0	0	1	0	0	6
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	0	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
06:30 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	5	0	0	7
Grand Total	1	7	0	0	8	4	5	0	0	9	1	22	2	0	25	0	17	0	0	17	59
Apprch %	12.5	87.5	0	0	44.4	55.6	0	0	0	4	88	8	0	0	42.4	0	100	0	0	0	28.8
Total %	1.7	11.9	0	0	13.6	6.8	8.5	0	0	15.3	1.7	37.3	3.4	0	42.4	0	28.8	0	0	0	28.8

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 1-Main St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 2

	Main St Southbound				Washington St Westbound				Main St Northbound				Washington St Eastbound				Int. Total
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	3
Total Volume	1	0	0	1	1	0	1	0	1	0	4	1	5	0	0	0	7
% App. Total	100	0	0	0	0	0	100	0	0	0	80	20	0	0	0	0	0
PHF	.250	.000	.000	.250	.250	.000	.250	.000	.333	.250	.417	.000	.000	.000	.000	.000	.583

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:15 PM

01:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0
01:30 PM	0	0	0	0	0	0	1	0	1	0	2	0	2	0	1	0	1
01:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
02:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	2
Total Volume	0	2	0	2	0	1	0	1	1	1	4	1	6	0	1	0	10
% App. Total	0	100	0	0	0	0	100	0	16.7	66.7	16.7	0	0	100	0	0	0
PHF	.000	.500	.000	.500	.000	.250	.000	.250	.250	.500	.250	.750	.000	.250	.000	.250	.625

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File Name : 1-Main St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	Main St Southbound					Washington St Westbound					Main St Northbound					Washington St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
09:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	3	3	0	0	4	4	4	0	0	0	2	2	0	0	0	5	5	14
Apprch %	0	0	0	100	100	0	0	100	100	100	0	0	0	100	100	0	0	0	100	100	35.7
Total %	0	0	0	21.4	21.4	0	0	28.6	28.6	28.6	0	0	0	14.3	14.3	0	0	0	35.7	35.7	

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(888) 247-8602

File Name : 1-Main St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 2

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour Analysis From 12:00 PM to 08:45 PM - Tuesday

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 1-Main St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Combined

Start Time	Main St Southbound					Washington St Westbound					Main St Northbound					Washington St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	6	50	0	1	57	0	2	1	0	3	1	69	4	0	74	1	0	3	1	5	139
07:15 AM	14	59	0	1	74	0	5	1	1	7	0	82	7	0	89	1	0	3	1	5	175
07:30 AM	12	75	1	1	89	1	7	2	3	13	0	101	15	1	117	1	0	0	2	3	222
07:45 AM	28	79	1	1	109	2	14	0	3	19	0	120	17	1	138	4	2	3	5	14	280
Total	60	263	2	4	329	3	28	4	7	42	1	372	43	2	418	7	2	9	9	27	816
08:00 AM	24	68	2	2	96	0	5	1	2	8	0	103	10	1	114	5	2	9	2	18	236
08:15 AM	22	71	0	1	94	1	7	0	3	11	0	111	10	3	124	3	3	6	1	13	242
08:30 AM	14	92	0	3	109	4	10	3	1	18	3	111	14	0	128	5	5	10	2	22	277
08:45 AM	20	118	5	2	145	0	9	5	3	17	2	114	15	1	132	6	7	9	7	29	323
Total	80	349	7	8	444	5	31	9	9	54	5	439	49	5	498	19	17	34	12	82	1078
09:00 AM	15	95	1	2	113	1	13	5	1	20	2	124	12	1	139	4	8	16	1	29	301
09:15 AM	21	89	3	4	117	1	10	4	5	20	1	141	16	2	160	11	3	13	2	30	326
09:30 AM	13	88	1	3	105	4	1	3	2	10	4	130	9	2	145	7	6	15	2	30	290
09:45 AM	7	105	2	0	114	1	6	1	2	10	3	102	20	1	126	8	4	11	3	26	276
Total	56	377	7	9	449	7	30	13	10	60	10	497	57	6	570	30	21	55	8	114	1193
10:00 AM	12	95	2	2	111	1	5	1	4	11	2	121	12	0	135	7	5	12	5	29	286
10:15 AM	10	94	2	1	107	3	8	0	5	16	12	126	15	3	156	13	6	12	2	33	312
10:30 AM	13	110	4	4	131	1	4	3	7	15	1	130	10	2	143	11	11	16	3	41	330
10:45 AM	17	122	1	3	143	2	7	3	5	17	3	135	9	1	148	16	8	13	4	41	349
Total	52	421	9	10	492	7	24	7	21	59	18	512	46	6	582	47	30	53	14	144	1277
11:00 AM	7	115	0	2	124	4	4	3	1	12	5	89	13	0	107	13	5	19	4	41	284
11:15 AM	7	111	3	2	123	2	3	0	1	6	2	110	5	2	119	11	7	14	0	32	280
11:30 AM	14	120	1	1	136	1	0	3	4	8	6	102	6	1	115	13	7	11	1	32	291
11:45 AM	8	148	3	2	161	3	4	2	1	10	5	140	6	0	151	12	10	29	6	57	379
Total	36	494	7	7	544	10	11	8	7	36	18	441	30	3	492	49	29	73	11	162	1234
12:00 PM	16	133	3	9	161	4	5	4	5	18	1	116	6	5	128	21	9	22	5	57	364
12:15 PM	7	151	2	4	164	3	10	5	8	26	6	131	7	2	146	17	14	21	0	52	388
12:30 PM	10	153	2	0	165	3	5	7	3	18	3	121	10	1	135	11	11	17	4	43	361
12:45 PM	12	107	4	3	126	2	3	7	7	19	2	134	7	4	147	14	7	18	1	40	332
Total	45	544	11	16	616	12	23	23	23	81	12	502	30	12	556	63	41	78	10	192	1445
01:00 PM	14	111	3	5	133	2	3	1	8	14	3	118	8	7	136	11	12	20	1	44	327
01:15 PM	7	143	2	4	156	2	6	4	1	13	6	125	17	0	148	11	9	17	0	37	354
01:30 PM	7	125	2	4	138	2	7	5	7	21	4	123	13	1	141	14	10	13	3	40	340
01:45 PM	14	147	4	6	171	2	4	2	9	17	2	146	15	2	165	16	6	24	8	54	407
Total	42	526	11	19	598	8	20	12	25	65	15	512	53	10	590	52	37	74	12	175	1428
02:00 PM	9	135	2	3	149	1	6	3	8	18	5	118	8	2	133	21	8	17	4	50	350
02:15 PM	9	105	2	4	120	3	2	0	3	8	3	108	12	2	125	18	9	22	0	49	302
02:30 PM	10	115	3	1	129	1	5	3	1	10	3	113	9	1	126	9	10	23	0	42	307
02:45 PM	10	116	3	5	134	2	1	3	5	11	8	133	6	4	151	15	10	22	5	52	348
Total	38	471	10	13	532	7	14	9	17	47	19	472	35	9	535	63	37	84	9	193	1307
03:00 PM	15	133	0	3	151	2	8	3	4	17	4	138	13	3	158	18	13	26	3	60	386
03:15 PM	11	133	3	11	158	0	8	2	7	17	11	131	8	4	154	22	13	23	7	65	394
03:30 PM	14	156	4	1	175	0	4	6	2	12	8	141	8	3	160	15	7	22	2	46	393
03:45 PM	10	145	7	3	165	3	3	1	5	12	3	114	11	0	128	22	10	28	3	63	368
Total	50	567	14	18	649	5	23	12	18	58	26	524	40	10	600	77	43	99	15	234	1541
04:00 PM	15	147	1	7	170	2	4	1	3	10	9	150	5	1	165	19	11	23	3	56	401
04:15 PM	7	127	7	4	145	0	6	9	1	16	7	109	9	1	126	31	12	30	4	77	364
04:30 PM	12	141	1	7	161	4	2	6	1	13	14	145	11	0	170	30	15	33	2	80	424
04:45 PM	10	143	2	8	163	2	9	4	6	21	7	143	8	0	158	26	17	28	7	78	420
Total	44	558	11	26	639	8	21	20	11	60	37	547	33	2	619	106	55	114	16	291	1609
05:00 PM	10	145	5	4	164	3	11	8	3	25	8	135	19	3	165	34	21	36	5	96	450
05:15 PM	5	166	2	5	178	3	5	9	5	22	13	144	7	2	166	19	15	37	4	75	441
05:30 PM	9	152	7	1	169	3	9	2	3	17	4	146	9	3	162	29	22	28	5	84	432
05:45 PM	18	109	6	6	139	5	7	5	7	24	6	138	14	5	163	18	15	23	3	59	385
Total	42	572	20	16	650	14	32	24	18	88	31	563	49	13	656	100	73	124	17	314	1708
06:00 PM	18	117	3	7	145	2	6	2	8	18	7	134	16	2	159	26	22	30	4	82	404
06:15 PM	17	137	7	9	170	4	8	5	6	23	6	123	15	2	146	32	10	36	3	81	420
06:30 PM	13	136	2	13	164	2	12	5	9	28	6	143	12	2	163	18	20	26	6	70	425
06:45 PM	14	82	8	16	120	2	6	4	9	21	8	143	10	2	163	21	22	34	10	87	391
Total	62	472	20	45	599	10	32	16	32	90	27	543	53	8	631	97	74	126	23	320	1640
Grand Total	607	5614	129	191	6541	96	289	157	198	740	219	5924	518	86	6747	710	459	923	156	2248	16276
Apprch %	9.3	85.8	2	2.9	40.2	13	39.1	21.2	26.8	3.2	87.8	7.7	1.3	31.6	41.5	4.4	2.8	5.7	1	13.8	
Total %	3.7	34.5	0.8	1.2	40.2	0.6	1.8	1	1.2	4.5	1.3	36.4	3.2	0.5	41.5	4.4	2.8	5.7	1	13.8	

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 1-Main St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 2

	Main St Southbound				Washington St Westbound				Main St Northbound				Washington St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 10:15 AM																		
10:15 AM	10	94	2	106		3	8	0	11	12	126	15	153	13	6	12	31	301
10:30 AM	13	110	4	127		1	4	3	8	1	130	10	141	11	16	38	314	
10:45 AM	17	122	1	140		2	7	3	12	3	135	9	147	16	8	13	37	336
11:00 AM	7	115	0	122		4	4	3	11	5	89	13	107	13	5	19	37	277
Total Volume	47	441	7	495		10	23	9	42	21	480	47	548	53	30	60	143	1228
% App. Total	9.5	89.1	1.4			23.8	54.8	21.4		3.8	87.6	8.6		37.1	21	42		
PHF	.691	.904	.438	.884		.625	.719	.750	.875	.438	.889	.783	.895	.828	.682	.789	.941	.914

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	10	143	2	155		2	9	4	15	7	143	8	158	26	17	28	71	399
05:00 PM	10	145	5	160		3	11	8	22	8	135	19	162	34	21	36	91	435
05:15 PM	5	166	2	173		3	5	9	17	13	144	7	164	19	15	37	71	425
05:30 PM	9	152	7	168		3	9	2	14	4	146	9	159	29	22	28	79	420
Total Volume	34	606	16	656		11	34	23	68	32	568	43	643	108	75	129	312	1679
% App. Total	5.2	92.4	2.4			16.2	50	33.8		5	88.3	6.7		34.6	24	41.3		
PHF	.850	.913	.571	.948		.917	.773	.639	.773	.615	.973	.566	.980	.794	.852	.872	.857	.965

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File Name : 2-Main St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Cars

Start Time	Main St Southbound					Clay St Westbound					Main St Northbound					Clay St Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	48	3	1	53	5	2	8	0	15	6	54	2	0	62	0	1	0	0	1	131
07:15 AM	0	54	1	0	55	6	4	16	0	26	5	79	1	0	85	0	0	0	1	1	167
07:30 AM	3	72	0	0	75	4	12	16	4	36	10	102	3	1	116	4	3	2	1	10	237
07:45 AM	0	74	3	0	77	5	14	29	3	51	24	124	4	0	152	4	2	1	1	8	288
Total	4	248	7	1	260	20	32	69	7	128	45	359	10	1	415	8	6	3	3	20	823
08:00 AM	2	62	7	0	71	7	12	28	0	47	20	99	1	1	121	1	3	1	3	8	247
08:15 AM	2	61	7	0	70	5	10	28	1	44	13	111	1	0	125	3	2	0	1	6	245
08:30 AM	3	82	5	1	91	6	19	28	1	54	8	118	5	0	131	2	1	1	1	5	281
08:45 AM	2	112	5	0	119	8	13	23	4	48	20	117	3	0	140	2	7	0	0	9	316
Total	9	317	24	1	351	26	54	107	6	193	61	445	10	1	517	8	13	2	5	28	1089
09:00 AM	0	106	4	0	110	8	22	23	2	55	22	135	3	0	160	2	3	1	2	8	333
09:15 AM	4	89	5	0	98	5	16	31	5	57	10	146	2	0	158	5	3	3	4	15	328
09:30 AM	2	87	4	0	93	7	10	18	4	39	9	120	5	1	135	5	6	6	2	19	286
09:45 AM	3	100	1	1	105	4	11	18	1	34	19	114	3	2	138	9	1	2	1	13	290
Total	9	382	14	1	406	24	59	90	12	185	60	515	13	3	591	21	13	12	9	55	1237
10:00 AM	3	99	4	0	106	6	7	17	5	35	15	117	2	1	135	6	1	1	3	11	287
10:15 AM	4	90	6	1	101	4	7	15	4	30	13	136	2	0	151	3	3	5	5	14	296
10:30 AM	4	111	6	2	123	10	16	11	2	39	12	123	3	0	138	4	7	5	5	21	321
10:45 AM	3	117	7	2	129	2	8	23	2	35	15	133	2	2	152	2	4	4	7	17	333
Total	14	417	23	5	459	22	38	66	13	139	55	509	9	3	576	15	15	13	20	63	1237
11:00 AM	3	113	5	2	123	5	8	21	3	37	11	94	1	1	107	10	5	3	1	19	286
11:15 AM	3	114	3	0	120	7	2	30	1	40	18	103	3	0	124	3	3	2	0	8	292
11:30 AM	1	127	2	0	130	6	8	16	2	32	16	96	1	1	114	8	3	5	1	17	293
11:45 AM	2	145	6	1	154	5	10	25	1	41	15	133	6	0	154	5	4	10	1	20	369
Total	9	499	16	3	527	23	28	92	7	150	60	426	11	2	499	26	15	20	3	64	1240
12:00 PM	4	144	8	0	156	4	7	28	2	41	15	111	3	1	130	3	6	6	2	17	344
12:15 PM	4	153	14	1	172	5	4	27	6	42	14	130	2	0	146	3	8	3	0	14	374
12:30 PM	6	154	7	1	168	5	5	24	5	39	24	120	4	2	150	6	9	4	3	22	379
12:45 PM	2	122	5	1	130	9	10	25	3	47	26	124	6	1	157	4	11	4	5	24	358
Total	16	573	34	3	626	23	26	104	16	169	79	485	15	4	583	16	34	17	10	77	1455
01:00 PM	3	116	5	0	124	5	15	25	4	49	23	123	2	1	149	8	4	3	2	17	339
01:15 PM	2	138	14	0	154	5	1	25	2	33	15	133	5	0	153	8	13	3	1	25	365
01:30 PM	1	129	11	0	141	3	3	31	4	41	13	129	4	3	149	6	2	7	4	19	350
01:45 PM	2	147	8	2	159	4	10	27	7	48	15	146	2	0	163	6	6	6	1	19	389
Total	8	530	38	2	578	17	29	108	17	171	66	531	13	4	614	28	25	19	8	80	1443
02:00 PM	1	153	6	1	161	7	3	18	13	41	18	119	3	4	144	6	3	4	1	14	360
02:15 PM	2	109	3	0	114	5	3	33	3	44	20	116	3	0	139	4	2	5	1	12	309
02:30 PM	3	113	6	0	122	8	8	23	1	40	21	106	1	1	129	6	4	6	1	17	308
02:45 PM	2	124	3	0	129	2	7	21	4	34	28	143	9	1	181	2	3	3	1	9	353
Total	8	499	18	1	526	22	21	95	21	159	87	484	16	6	593	18	12	18	4	52	1330
03:00 PM	2	140	9	3	154	4	7	19	3	33	25	144	5	0	174	6	1	7	9	23	384
03:15 PM	4	133	10	1	148	3	17	32	0	52	23	135	2	2	162	9	12	6	3	30	392
03:30 PM	2	163	12	2	179	4	5	30	3	42	23	146	1	0	170	3	4	4	2	13	404
03:45 PM	4	155	9	0	168	4	6	37	3	50	22	120	5	0	147	5	6	3	2	16	381
Total	12	591	40	6	649	15	35	118	9	177	93	545	13	2	653	23	23	20	16	82	1561
04:00 PM	1	159	13	2	175	9	8	29	3	49	28	149	5	1	183	9	10	7	2	28	435
04:15 PM	5	158	5	5	173	9	6	34	3	52	22	111	2	1	136	12	12	3	0	27	388
04:30 PM	4	165	11	2	182	7	4	24	0	35	22	158	4	0	184	7	5	5	3	20	421
04:45 PM	2	160	13	0	175	5	9	37	0	51	21	145	3	0	169	5	15	6	3	29	424
Total	12	642	42	9	705	30	27	124	6	187	93	563	14	2	672	33	42	21	8	104	1668
05:00 PM	1	179	6	0	186	4	10	35	3	52	21	145	3	1	170	18	11	10	6	45	453
05:15 PM	3	176	11	0	190	8	19	34	1	62	19	143	3	0	165	9	18	11	3	41	458
05:30 PM	3	168	7	0	178	6	4	32	3	45	33	142	5	1	181	8	9	5	0	22	426
05:45 PM	4	110	12	7	133	9	15	40	3	67	24	142	4	0	170	12	15	5	0	32	402
Total	11	633	36	7	687	27	48	141	10	226	97	572	15	2	686	47	53	31	9	140	1739
06:00 PM	8	140	6	1	155	8	8	29	5	50	34	146	2	1	183	7	11	8	1	27	415
06:15 PM	1	151	10	2	164	5	13	25	3	46	25	129	4	4	162	5	17	5	1	28	400
06:30 PM	3	145	7	1	156	4	4	29	4	41	21	151	4	0	176	7	6	5	2	20	393
06:45 PM	2	93	10	2	107	8	5	26	10	49	32	138	6	4	180	6	10	11	5	32	368
Total	14	529	33	6	582	25	30	109	22	186	112	564	16	9	701	25	44	29	9	107	1576
Grand Total	126	5860	325	45	6356	274	427	1223	146	2070	908	5998	155	39	7100	268	295	205	104	872	16398
Apprch %	2	92.2	5.1	0.7		13.2	20.6	59.1	7.1	12.8	84.5	2.2	0.5		30.7	33.8	23.5	11.9			
Total %	0.8	35.7	2	0.3	38.8	1.7	2.6	7.5	0.9	12.6	5.5	36.6	0.9	0.2	43.3	1.6	1.8	1.3	0.6	5.3	

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 2-Main St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 2

	Main St Southbound				Clay St Westbound				Main St Northbound				Clay St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:45 AM																		
08:45 AM	2	112	5	119		8	13	23	44	20	117	3	140	2	7	0	9	312
09:00 AM	0	106	4	110		8	22	23	53	22	135	3	160	2	3	1	6	329
09:15 AM	4	89	5	98		5	16	31	52	10	146	2	158	5	3	3	11	319
09:30 AM	2	87	4	93		7	10	18	35	9	120	5	134	5	6	6	17	279
Total Volume	8	394	18	420		28	61	95	184	61	518	13	592	14	19	10	43	1239
% App. Total	1.9	93.8	4.3			15.2	33.2	51.6		10.3	87.5	2.2		32.6	44.2	23.3		
PHF	.500	.879	.900	.882		.875	.693	.766	.868	.693	.887	.650	.925	.700	.679	.417	.632	.941

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	2	160	13	175		5	9	37	51	21	145	3	169	5	15	6	26	421
05:00 PM	1	179	6	186		4	10	35	49	21	145	3	169	18	11	10	39	443
05:15 PM	3	176	11	190		8	19	34	61	19	143	3	165	9	18	11	38	454
05:30 PM	3	168	7	178		6	4	32	42	33	142	5	180	8	9	5	22	422
Total Volume	9	683	37	729		23	42	138	203	94	575	14	683	40	53	32	125	1740
% App. Total	1.2	93.7	5.1			11.3	20.7	68		13.8	84.2	2		32	42.4	25.6		
PHF	.750	.954	.712	.959		.719	.553	.932	.832	.712	.991	.700	.949	.556	.736	.727	.801	.958

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 2-Main St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Buses

Start Time	Main St Southbound					Clay St Westbound					Main St Northbound					Clay St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	2	0	0	2	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	12
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	8	0	0	8	0	0	0	0	0	1	14	0	0	15	0	0	0	0	0	23
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
Total	0	12	0	0	12	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	15
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
09:15 AM	0	3	0	0	3	0	0	1	0	1	1	2	1	0	4	0	0	0	0	0	8
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
09:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	7	0	0	7	0	0	1	0	1	1	9	1	0	11	0	0	0	0	0	19
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
10:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
11:00 AM	0	2	0	0	2	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	5
11:15 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	9	0	0	9	0	0	1	0	1	1	7	0	0	8	0	0	0	0	0	18
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:30 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
01:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
01:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
01:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
01:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
02:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
02:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:15 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
03:30 PM	0	2	0	0	2	0	0	1	0	1	1	0	0	1	1	0	0	0	0	0	4
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	7	0	0	7	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	13
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
04:15 PM	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	1	0	0	0	0	7
04:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	9	0	0	9	0	0	1	0	1	0	6	0	0	6	1	0	0	0	0	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
05:45 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	17
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:15 PM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
06:30 PM	0	9	0	0	9	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	11
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	17	0	0	17	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	21
Grand Total	0	104	0	0	104	0	0	4	0	4	3	80	1	0	84	1	0	0	0	1	193
Apprch %	0	100	0	0	100	0	0	100	0	0	3.6	95.2	1.2	0	100	0	0	0	0	0	7
Total %	0	53.9	0	0	53.9	0	0	2.1	0	2.1	1.6	41.5	0.5	0	43.5	0.5	0	0	0	0.5	193

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 2-Main St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 2

	Main St Southbound				Clay St Westbound				Main St Northbound				Clay St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:00 AM																		
07:00 AM	0	2	0	2		0	0	0	0	1	9	0	10	0	0	0	0	12
07:15 AM	0	2	0	2		0	0	0	0	0	1	0	1	0	0	0	0	3
07:30 AM	0	1	0	1		0	0	0	0	0	3	0	3	0	0	0	0	4
07:45 AM	0	3	0	3		0	0	0	0	0	1	0	1	0	0	0	0	4
Total Volume	0	8	0	8		0	0	0	0	1	14	0	15	0	0	0	0	23
% App. Total	0	100	0	100		0	0	0	0	6.7	93.3	0	0	0	0	0	0	
PHF	.000	.667	.000	.667		.000	.000	.000	.000	.250	.389	.000	.375	.000	.000	.000	.000	.479

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:45 PM

05:45 PM	0	4	0	4		0	0	0	0	0	2	0	2	0	0	0	0	6
06:00 PM	0	0	0	0		0	0	0	0	0	1	0	1	0	0	0	0	1
06:15 PM	0	6	0	6		0	0	0	0	0	1	0	1	0	0	0	0	7
06:30 PM	0	9	0	9		0	0	0	0	0	2	0	2	0	0	0	0	11
Total Volume	0	19	0	19		0	0	0	0	0	6	0	6	0	0	0	0	25
% App. Total	0	100	0	100		0	0	0	0	0	100	0	0	0	0	0	0	
PHF	.000	.528	.000	.528		.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.568

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(888) 247-8602

File Name : 2-Main St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Trucks

Start Time	Main St Southbound					Clay St Westbound					Main St Northbound					Clay St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	8
07:15 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
07:30 AM	0	1	1	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6
07:45 AM	0	3	0	0	3	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	8
Total	0	11	1	0	12	0	0	1	0	1	1	16	0	0	17	0	0	1	0	1	31
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
08:15 AM	0	2	0	0	2	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	6
08:30 AM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
08:45 AM	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	0	1	0	0	0	8
Total	0	11	0	0	11	0	0	1	0	1	1	16	0	0	17	0	1	0	0	1	30
09:00 AM	0	0	0	0	0	0	0	1	0	1	2	0	0	2	0	0	0	0	0	0	3
09:15 AM	0	2	0	0	2	0	0	1	0	1	2	4	0	0	6	0	0	0	0	0	9
09:30 AM	1	3	0	0	4	1	0	0	0	1	3	5	1	0	9	0	0	0	0	0	14
09:45 AM	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	1	0	0	0	0	8
Total	1	8	1	0	10	1	0	2	0	3	7	12	1	0	20	1	0	0	0	1	34
10:00 AM	0	2	0	0	2	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	10
10:15 AM	0	4	0	0	4	0	0	1	0	1	0	9	0	0	9	0	0	0	0	0	14
10:30 AM	0	4	0	0	4	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	9
10:45 AM	0	5	0	0	5	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	11
Total	0	15	0	0	15	1	0	3	0	4	2	23	0	0	25	0	0	0	0	0	44
11:00 AM	0	6	0	0	6	1	0	0	0	1	0	3	0	0	3	1	0	0	0	1	11
11:15 AM	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	8
11:30 AM	0	3	0	0	3	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0	7
11:45 AM	0	3	0	0	3	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	7
Total	0	17	0	0	17	1	0	2	0	3	2	8	1	0	11	1	0	1	0	2	33
12:00 PM	0	0	0	0	0	0	1	2	0	3	1	1	0	0	2	0	0	0	0	0	5
12:15 PM	0	0	0	0	0	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	5
12:30 PM	0	3	0	0	3	0	0	1	0	1	2	4	1	0	7	0	0	0	0	0	11
12:45 PM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
Total	0	4	0	0	4	1	2	3	0	6	4	10	1	0	15	0	0	0	0	0	25
01:00 PM	0	1	0	0	1	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	5
01:15 PM	0	1	0	0	1	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	5
01:30 PM	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7
01:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	5
Total	0	10	0	0	10	2	1	0	0	3	1	6	0	0	7	1	0	1	0	2	22
02:00 PM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
02:15 PM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
02:30 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
02:45 PM	0	2	0	0	2	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	5
Total	0	14	0	0	14	1	0	2	0	3	0	9	0	0	9	0	0	0	0	0	26
03:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
03:15 PM	0	1	2	0	3	0	0	1	0	1	1	0	0	2	1	0	0	1	0	0	7
03:30 PM	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	9	2	0	11	0	0	2	0	2	1	4	0	0	5	1	0	0	0	1	19
04:00 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
04:15 PM	0	3	0	0	3	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	6
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	3
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	9	0	0	9	0	0	3	0	3	0	5	0	0	5	0	0	0	0	0	17
05:00 PM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1
Total	0	2	0	0	2	0	0	2	0	2	0	2	0	0	2	1	0	0	0	1	7
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1
06:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	1	0	2	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	6
Grand Total	1	111	5	0	117	8	3	22	0	33	19	113	3	0	135	5	1	3	0	9	294
Apprch %	0.9	94.9	4.3	0	24.2	9.1	66.7	0	14.1	83.7	2.2	0	0	0	55.6	11.1	33.3	0	0	3.1	
Total %	0.3	37.8	1.7	0	39.8	2.7	1	7.5	0	11.2	6.5	38.4	1	0	45.9	1.7	0.3	1	0	3.1	

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(888) 247-8602

File Name : 2-Main St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 2

	Main St Southbound				Clay St Westbound				Main St Northbound				Clay St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 09:30 AM																		
09:30 AM	1	3	0	4		1	0	0	1	3	5	1	9	0	0	0	0	14
09:45 AM	0	3	1	4		0	0	0	0	0	3	0	3	1	0	0	1	8
10:00 AM	0	2	0	2		0	0	1	1	0	7	0	7	0	0	0	0	10
10:15 AM	0	4	0	4		0	0	1	1	0	9	0	9	0	0	0	0	14
Total Volume	1	12	1	14		1	0	2	3	3	24	1	28	1	0	0	1	46
% App. Total	7.1	85.7	7.1		33.3	0	66.7		10.7	85.7	3.6		100	0	0	0		
PHF	.250	.750	.250	.875		.250	.000	.500	.750	.250	.667	.250	.778	.250	.000	.000	.250	.821

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:30 PM

01:30 PM	0	5	0	5		1	0	0	1	0	1	0	1	0	0	0	0	7
01:45 PM	0	3	0	3		0	0	0	0	0	1	0	1	0	0	1	1	5
02:00 PM	0	2	0	2		1	0	0	1	0	1	0	1	0	0	0	0	4
02:15 PM	0	8	0	8		0	0	0	0	0	3	0	3	0	0	0	0	11
Total Volume	0	18	0	18		2	0	0	2	0	6	0	6	0	0	1	1	27
% App. Total	0	100	0		100	0	0	0	0	100	0	0	0	0	0	100		
PHF	.000	.563	.000	.563		.500	.000	.000	.500	.000	.500	.000	.500	.000	.000	.250	.250	.614

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(888) 247-8602

File Name : 2-Main St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Bicycles on Road

Start Time	Main St Southbound					Clay St Westbound					Main St Northbound					Clay St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0	0	3
Total	0	0	0	0	0	0	0	3	1	0	4	2	1	0	0	3	0	0	0	0	7
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	2
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	0	5
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
01:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3
Total	0	1	0	0	1	1	0	0	0	1	0	2	0	0	3	0	0	0	0	0	5
02:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	3
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	0	2	1	1	1	0	3	0	0	0	0	5
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	1	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	2
Total	0	2	0	0	2	1	2	0	0	3	0	1	0	0	1	0	0	3	0	0	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
05:30 PM	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Total	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0	4	0	0	4	7
06:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
Grand Total	1	6	0	0	7	6	9	1	0	16	6	15	1	0	22	0	11	0	0	11	56
Apprch %	14.3	85.7	0	0	12.5	37.5	56.2	6.2	0	27.3	68.2	4.5	0	0	0	0	100	0	0	0	19.6
Total %	1.8	10.7	0	0	10.7	16.1	1.8	0	28.6	10.7	26.8	1.8	0	39.3	0	19.6	0	0	0	19.6	

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 2-Main St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 2

	Main St Southbound				Clay St Westbound				Main St Northbound				Clay St Eastbound				Int. Total
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM	08:00 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0
	08:15 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0
	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	08:45 AM	0	0	0	0	0	1	0	1	2	0	0	2	0	0	0	3
Total Volume		0	0	0	0	0	3	1	4	2	1	0	3	0	0	0	7
% App. Total		0	0	0	0	0	75	25	66.7	33.3	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.750	.250	.500	.250	.250	.000	.375	.000	.000	.000	.583

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:45 PM

03:45 PM	0	1	0	1		0	0	0	0	0	0	0	0	1	0	1	2
04:00 PM	0	0	0	0		0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	1	0	1		1	1	0	2	0	0	0	0	0	0	0	3
04:30 PM	0	1	0	1		0	1	0	1	0	0	0	0	1	0	1	3
Total Volume	0	3	0	3		1	2	0	3	0	0	0	0	0	3	0	9
% App. Total	0	100	0	100		33.3	66.7	0	0	0	0	0	0	100	0	0	
PHF	.000	.750	.000	.750		.250	.500	.000	.375	.000	.000	.000	.000	.000	.750	.000	.750

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(888) 247-8602

File Name : 2-Main St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	Main St Southbound					Clay St Westbound					Main St Northbound					Clay St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
09:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	3
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Grand Total	0	0	0	1	1	0	0	3	3	3	0	0	0	2	2	0	0	0	9	9	15
Apprch %	0	0	0	100	100	0	0	0	100	100	0	0	0	100	100	0	0	0	100	100	60
Total %	0	0	0	6.7	6.7	0	0	0	20	20	0	0	0	13.3	13.3	0	0	0	60	60	

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 2-Main St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 2

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour Analysis From 12:00 PM to 08:45 PM - Total

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 2-Main St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Combined

Start Time	Main St Southbound					Clay St Westbound					Main St Northbound					Clay St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	53	3	1	58	5	2	8	0	15	7	68	2	0	77	0	1	1	0	2	152
07:15 AM	0	60	1	0	61	6	4	16	0	26	5	85	1	0	91	0	0	0	1	1	179
07:30 AM	3	74	1	0	78	4	12	16	4	36	11	108	3	1	123	4	3	2	1	10	247
07:45 AM	0	80	3	0	83	6	15	30	3	54	24	129	4	0	157	4	2	1	1	8	302
Total	4	267	8	1	280	21	33	70	7	131	47	390	10	1	448	8	6	4	3	21	880
08:00 AM	2	67	7	0	76	7	13	29	0	49	20	106	1	1	128	1	3	1	3	8	261
08:15 AM	2	65	7	0	74	5	11	29	1	46	13	115	1	0	129	3	2	0	1	6	255
08:30 AM	3	88	5	1	97	6	19	28	1	54	8	122	5	0	135	2	1	1	1	5	291
Total	9	340	24	1	374	26	57	109	6	198	64	465	10	1	540	8	14	2	5	29	1141
09:00 AM	0	107	4	0	111	8	22	24	2	56	24	138	3	0	165	2	3	1	3	9	341
09:15 AM	4	94	5	0	103	5	16	33	6	60	13	152	3	0	168	5	3	3	4	15	346
09:30 AM	3	91	4	0	98	8	10	18	4	40	12	130	6	1	149	5	6	6	2	19	306
Total	10	397	15	1	423	26	59	93	13	191	68	538	15	3	624	22	13	12	10	57	1295
10:00 AM	3	101	4	0	108	6	7	18	5	36	15	126	2	1	144	6	2	1	4	13	301
10:15 AM	4	97	6	1	108	4	7	16	4	31	13	147	2	0	162	3	3	3	6	15	316
10:30 AM	4	115	6	2	127	11	16	11	2	40	13	128	3	0	144	4	7	5	6	22	333
Total	14	437	23	5	479	23	38	69	13	143	57	540	9	3	609	15	16	13	23	67	1298
11:00 AM	3	121	5	2	131	6	8	22	3	39	12	98	1	1	112	11	5	3	1	20	302
11:15 AM	3	122	3	0	128	7	3	30	1	41	19	107	3	0	129	3	3	3	0	9	307
11:30 AM	1	132	2	0	135	6	8	16	2	32	17	100	2	1	120	8	3	5	1	17	304
Total	9	525	16	3	553	24	29	95	7	155	64	441	12	2	519	27	15	21	3	66	1293
12:00 PM	4	146	8	0	158	4	8	30	2	44	16	114	3	1	134	3	6	6	2	17	353
12:15 PM	4	154	14	1	173	5	5	27	6	43	15	136	2	0	153	3	8	3	0	14	383
12:30 PM	6	161	7	1	175	5	5	25	5	40	26	126	5	2	159	6	9	4	3	22	396
Total	16	585	34	3	638	24	28	107	16	175	83	503	16	4	606	16	35	17	10	78	1497
01:00 PM	3	118	5	0	126	5	15	25	4	49	24	127	2	2	155	9	4	3	2	18	348
01:15 PM	2	141	14	0	157	7	2	25	2	36	15	137	5	0	157	8	13	3	2	26	376
01:30 PM	1	135	11	0	147	4	3	31	4	42	13	133	4	3	153	6	2	7	5	20	362
Total	8	548	38	2	596	20	30	108	17	175	68	546	13	5	632	29	25	20	10	84	1487
02:00 PM	1	157	6	1	165	9	3	18	13	43	18	123	4	4	149	6	3	4	1	14	371
02:15 PM	2	118	3	0	123	5	3	33	3	44	21	121	3	0	145	4	2	5	1	12	324
02:30 PM	3	118	6	0	127	8	8	23	1	40	21	111	1	1	134	6	4	6	1	17	318
Total	8	520	18	1	547	24	22	97	21	164	88	500	17	6	611	18	12	18	4	52	1374
03:00 PM	2	144	9	3	158	4	7	19	3	33	25	146	5	0	176	6	1	7	9	23	390
03:15 PM	4	139	12	1	156	3	17	33	0	53	24	139	2	2	167	10	12	6	3	31	407
03:30 PM	2	168	12	2	184	4	5	32	3	44	23	149	1	0	173	3	4	4	2	13	414
Total	12	609	42	6	669	15	35	121	9	180	94	555	13	2	664	24	24	20	16	84	1597
04:00 PM	1	162	13	2	178	9	8	30	3	50	28	152	5	1	186	9	11	7	2	29	443
04:15 PM	5	165	5	5	180	10	7	37	3	57	22	114	2	2	140	13	12	3	1	29	406
04:30 PM	4	172	11	2	189	7	5	24	0	36	22	160	4	0	186	7	6	5	4	22	433
Total	12	662	42	9	725	31	29	128	6	194	93	575	14	3	685	34	45	21	10	110	1714
05:00 PM	1	180	6	0	187	4	10	37	3	54	21	148	3	1	173	18	11	10	6	45	459
05:15 PM	3	178	11	1	193	8	19	34	2	63	19	144	3	0	166	9	20	11	3	43	465
05:30 PM	4	172	7	0	183	7	4	32	3	46	33	146	5	1	185	8	9	5	0	22	436
Total	12	644	36	8	700	28	48	143	11	230	97	583	15	2	697	48	57	31	9	145	1772
06:00 PM	8	140	6	1	155	8	9	29	5	51	34	147	2	1	184	7	11	8	1	27	417
06:15 PM	1	157	11	2	171	5	13	26	3	47	25	131	4	4	164	5	17	5	1	28	410
06:30 PM	3	154	7	1	165	4	4	29	4	41	22	154	4	0	180	7	7	5	2	21	407
Total	14	547	34	6	601	26	31	110	23	190	113	570	16	9	708	25	45	29	10	109	1608
Grand Total	128	6081	330	46	6585	288	439	1250	149	2126	936	6206	160	41	7343	274	307	208	113	902	16956
Apprch %	1.9	92.3	5	0.7	13.5	20.6	58.8	7	2126	12.7	84.5	2.2	0.6	30.4	34	23.1	12.5	0.7	5.3		
Total %	0.8	35.9	1.9	0.3	38.8	1.7	2.6	7.4	0.9	12.5	5.5	36.6	0.9	0.2	43.3	1.6	1.8	1.2	0.7	5.3	

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(888) 247-8602

File Name : 2-Main St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 2

	Main St Southbound				Clay St Westbound				Main St Northbound				Clay St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:45 AM																		
08:45 AM	2	120	5	127		8	14	23	45	23	122	3	148	2	8	0	10	330
09:00 AM	0	107	4	111		8	22	24	54	24	138	3	165	2	3	1	6	336
09:15 AM	4	94	5	103		5	16	33	54	13	152	3	168	5	3	3	11	336
09:30 AM	3	91	4	98		8	10	18	36	12	130	6	148	5	6	6	17	299
Total Volume	9	412	18	439		29	62	98	189	72	542	15	629	14	20	10	44	1301
% App. Total	2.1	93.8	4.1			15.3	32.8	51.9		11.4	86.2	2.4		31.8	45.5	22.7		
PHF	.563	.858	.900	.864		.906	.705	.742	.875	.750	.891	.625	.936	.700	.625	.417	.647	.968

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	2	163	13	178		5	9	37	51	21	149	3	173	5	16	6	27	429
05:00 PM	1	180	6	187		4	10	37	51	21	148	3	172	18	11	10	39	449
05:15 PM	3	178	11	192		8	19	34	61	19	144	3	166	9	20	11	40	459
05:30 PM	4	172	7	183		7	4	32	43	33	146	5	184	8	9	5	22	432
Total Volume	10	693	37	740		24	42	140	206	94	587	14	695	40	56	32	128	1769
% App. Total	1.4	93.6	5			11.7	20.4	68		13.5	84.5	2		31.2	43.8	25		
PHF	.625	.963	.712	.964		.750	.553	.946	.844	.712	.985	.700	.944	.556	.700	.727	.800	.964

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File Name : 3-Main St and Miller St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Cars

	Main St Southbound					Main St Northbound				Miller St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:00 AM		0	53	0	0	53	68	6	0	74	5	2	0	7	134
07:15 AM		2	68	0	0	70	86	16	0	102	4	2	2	8	180
07:30 AM		3	92	0	0	95	119	20	0	139	6	0	1	7	241
07:45 AM		5	102	0	0	107	159	26	0	185	3	0	2	5	297
Total		10	315	0	0	325	432	68	0	500	18	4	5	27	852
08:00 AM		1	92	0	0	93	112	16	0	128	6	0	3	9	230
08:15 AM		3	89	0	0	92	120	19	0	139	6	1	1	8	239
08:30 AM		4	117	0	0	121	132	18	0	150	8	0	1	9	280
08:45 AM		7	127	0	0	134	151	22	0	173	10	0	0	10	317
Total		15	425	0	0	440	515	75	0	590	30	1	5	36	1066
09:00 AM		5	121	0	0	126	152	23	0	175	7	2	1	10	311
09:15 AM		7	115	0	0	122	151	21	0	172	10	0	0	10	304
09:30 AM		5	104	0	0	109	134	16	0	150	11	2	1	14	273
09:45 AM		10	122	0	0	132	137	13	0	150	13	1	1	15	297
Total		27	462	0	0	489	574	73	0	647	41	5	3	49	1185
10:00 AM		10	109	0	0	119	136	13	1	150	13	1	2	16	285
10:15 AM		7	97	0	0	104	147	19	0	166	14	2	1	17	287
10:30 AM		3	124	0	0	127	135	11	0	146	16	1	2	19	292
10:45 AM		15	133	0	0	148	146	11	0	157	11	1	0	12	317
Total		35	463	0	0	498	564	54	1	619	54	5	5	64	1181
11:00 AM		4	140	0	0	144	115	17	0	132	14	1	0	15	291
11:15 AM		6	136	0	0	142	118	12	0	130	15	1	0	16	288
11:30 AM		2	151	0	0	153	115	17	0	132	18	0	1	19	304
11:45 AM		6	177	0	0	183	148	11	0	159	14	1	1	16	358
Total		18	604	0	0	622	496	57	0	553	61	3	2	66	1241
12:00 PM		7	168	0	0	175	134	11	2	147	17	4	2	23	345
12:15 PM		6	183	0	0	189	141	8	0	149	8	2	1	11	349
12:30 PM		10	170	0	2	182	151	10	0	161	16	0	4	20	363
12:45 PM		5	143	0	0	148	145	19	0	164	19	1	1	21	333
Total		28	664	0	2	694	571	48	2	621	60	7	8	75	1390
01:00 PM		8	148	0	0	156	154	7	0	161	9	2	2	13	330
01:15 PM		8	160	0	0	168	140	16	0	156	21	1	2	24	348
01:30 PM		6	166	0	0	172	155	21	0	176	10	0	1	11	359
01:45 PM		3	175	0	0	178	148	12	0	160	8	4	1	13	351
Total		25	649	0	0	674	597	56	0	653	48	7	6	61	1388
02:00 PM		5	169	0	0	174	135	17	0	152	14	4	0	18	344
02:15 PM		5	144	0	0	149	146	12	0	158	14	0	1	15	322
02:30 PM		3	143	0	1	147	126	13	0	139	13	2	1	16	302
02:45 PM		6	148	0	0	154	182	12	0	194	14	0	1	15	363
Total		19	604	0	1	624	589	54	0	643	55	6	3	64	1331
03:00 PM		6	155	0	0	161	171	16	0	187	18	1	3	22	370
03:15 PM		6	176	0	0	182	164	11	0	175	16	1	2	19	376
03:30 PM		2	182	0	0	184	163	13	0	176	20	1	1	22	382
03:45 PM		7	195	0	0	202	154	12	0	166	16	1	2	19	387
Total		21	708	0	0	729	652	52	0	704	70	4	8	82	1515
04:00 PM		6	192	1	0	199	168	9	0	177	12	0	2	14	390
04:15 PM		7	196	0	0	203	149	17	0	166	18	0	0	18	387
04:30 PM		2	194	0	0	196	174	17	0	191	19	0	5	24	411
04:45 PM		9	197	0	0	206	173	12	0	185	22	1	4	27	418
Total		24	779	1	0	804	664	55	0	719	71	1	11	83	1606
05:00 PM		6	224	0	0	230	164	11	0	175	29	1	3	33	438
05:15 PM		6	220	0	0	226	176	18	0	194	22	0	3	25	445
05:30 PM		5	195	0	0	200	166	11	0	177	19	0	2	21	398
05:45 PM		2	164	0	0	166	187	9	0	196	16	0	1	17	379
Total		19	803	0	0	822	693	49	0	742	86	1	9	96	1660
06:00 PM		11	159	0	0	170	170	23	0	193	15	0	0	15	378
06:15 PM		2	190	0	0	192	158	15	0	173	14	0	2	16	381
06:30 PM		3	167	0	0	170	173	16	0	189	24	3	1	28	387
06:45 PM		3	129	0	0	132	172	19	0	191	15	1	2	18	341
Total		19	645	0	0	664	673	73	0	746	68	4	5	77	1487
Grand Total		260	7121	1	3	7385	7020	714	3	7737	662	48	70	780	15902
Apprch %		3.5	96.4	0	0	90.7	92.9	0	0	84.9	62.2	9	0.4	4.9	
Total %		1.6	44.8	0	0	46.4	44.1	4.5	0	48.7	4.2	0.3	0.4	4.9	

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(888) 247-8602

File Name : 3-Main St and Miller St
Site Code :
Start Date : 5/2/2017
Page No : 2

Start Time	Main St Southbound				Main St Northbound				Miller St Eastbound				Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total			
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:00 AM													
11:00 AM	4	140	0	144	115	17	132	14	1	15			291
11:15 AM	6	136	0	142	118	12	130	15	1	16			288
11:30 AM	2	151	0	153	115	17	132	18	0	18			303
11:45 AM	6	177	0	183	148	11	159	14	1	15			357
Total Volume	18	604	0	622	496	57	553	61	3	64			1239
% App. Total	2.9	97.1	0		89.7	10.3		95.3	4.7				
PHF	.750	.853	.000	.850	.838	.838	.869	.847	.750	.889			.868

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	2	194	0	196	174	17	191	19	0	19			406
04:45 PM	9	197	0	206	173	12	185	22	1	23			414
05:00 PM	6	224	0	230	164	11	175	29	1	30			435
05:15 PM	6	220	0	226	176	18	194	22	0	22			442
Total Volume	23	835	0	858	687	58	745	92	2	94			1697
% App. Total	2.7	97.3	0		92.2	7.8		97.9	2.1				
PHF	.639	.932	.000	.933	.976	.806	.960	.793	.500	.783			.960

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(888) 247-8602

File Name : 3-Main St and Miller St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Buses

	Main St Southbound					Main St Northbound				Miller St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:00 AM		1	1	0	0	2	10	0	0	10	0	0	0	0	12
07:15 AM		0	2	0	0	2	1	0	0	1	0	0	0	0	3
07:30 AM		0	1	0	0	1	3	0	0	3	0	0	0	0	4
07:45 AM		0	3	0	0	3	1	0	0	1	0	0	0	0	4
Total		1	7	0	0	8	15	0	0	15	0	0	0	0	23
08:00 AM		0	3	0	0	3	3	0	0	3	0	0	0	0	6
08:15 AM		0	2	0	0	2	1	0	0	1	0	0	0	0	3
08:30 AM		0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:45 AM		0	6	0	0	6	1	0	0	1	0	0	0	0	7
Total		0	12	0	0	12	5	0	0	5	0	0	0	0	17
09:00 AM		0	2	0	0	2	3	0	0	3	0	0	0	0	5
09:15 AM		1	3	0	0	4	3	0	0	3	0	0	0	0	7
09:30 AM		0	1	0	0	1	3	0	0	3	0	0	0	0	4
09:45 AM		0	2	0	0	2	1	0	0	1	0	0	0	0	3
Total		1	8	0	0	9	10	0	0	10	0	0	0	0	19
10:00 AM		0	1	0	0	1	3	0	0	3	0	0	0	0	4
10:15 AM		0	2	0	0	2	1	0	0	1	0	0	0	0	3
10:30 AM		0	0	0	0	0	1	1	0	2	0	0	0	0	2
10:45 AM		0	2	0	0	2	2	0	0	2	0	0	0	0	4
Total		0	5	0	0	5	7	1	0	8	0	0	0	0	13
11:00 AM		0	3	0	0	3	1	0	0	1	0	0	0	0	4
11:15 AM		0	3	0	0	3	3	0	0	3	0	0	0	0	6
11:30 AM		0	3	0	0	3	2	0	0	2	0	0	0	0	5
11:45 AM		0	1	0	0	1	1	0	0	1	0	0	0	0	2
Total		0	10	0	0	10	7	0	0	7	0	0	0	0	17
12:00 PM		0	1	0	0	1	1	0	0	1	0	0	0	0	2
12:15 PM		0	1	0	0	1	1	0	0	1	0	0	0	0	2
12:30 PM		0	4	0	0	4	3	0	0	3	0	0	0	0	7
12:45 PM		0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total		0	7	0	0	7	5	0	0	5	0	0	0	0	12
01:00 PM		0	2	0	0	2	2	0	0	2	0	0	0	0	4
01:15 PM		0	1	0	0	1	2	0	0	2	0	0	0	0	3
01:30 PM		0	1	0	0	1	2	0	0	2	0	0	0	0	3
01:45 PM		0	3	0	0	3	2	0	0	2	0	0	0	0	5
Total		0	7	0	0	7	8	0	0	8	0	0	0	0	15
02:00 PM		0	2	0	0	2	1	0	0	1	0	0	0	0	3
02:15 PM		0	1	0	0	1	2	0	0	2	0	0	0	0	3
02:30 PM		0	3	0	0	3	1	0	0	1	0	0	0	0	4
02:45 PM		0	1	0	0	1	1	0	0	1	0	0	0	0	2
Total		0	7	0	0	7	5	0	0	5	0	0	0	0	12
03:00 PM		0	0	0	0	0	1	0	0	1	0	0	0	0	1
03:15 PM		0	4	0	0	4	3	0	0	3	0	0	0	0	7
03:30 PM		0	3	0	0	3	1	0	0	1	0	0	0	0	4
03:45 PM		0	1	0	0	1	1	0	0	1	0	0	0	0	2
Total		0	8	0	0	8	6	0	0	6	0	0	0	0	14
04:00 PM		0	1	0	0	1	1	0	0	1	0	0	0	0	2
04:15 PM		0	5	0	0	5	3	0	0	3	0	0	0	0	8
04:30 PM		0	4	0	0	4	0	0	0	0	0	0	0	0	4
04:45 PM		0	1	0	0	1	2	0	0	2	0	0	0	0	3
Total		0	11	0	0	11	6	0	0	6	0	0	0	0	17
05:00 PM		0	0	0	0	0	2	0	0	2	0	0	0	0	2
05:15 PM		1	2	0	0	3	1	0	0	1	0	0	0	0	4
05:30 PM		0	2	0	0	2	2	0	0	2	0	0	0	0	4
05:45 PM		0	4	0	0	4	1	0	0	1	0	0	0	0	5
Total		1	8	0	0	9	6	0	0	6	0	0	0	0	15
06:00 PM		0	0	0	0	0	1	0	0	1	0	0	0	0	1
06:15 PM		0	6	0	0	6	1	0	0	1	0	0	0	0	7
06:30 PM		0	8	0	0	8	2	0	0	2	0	0	0	0	10
06:45 PM		0	3	0	0	3	0	0	0	0	0	0	0	0	3
Total		0	17	0	0	17	4	0	0	4	0	0	0	0	21
Grand Total		3	107	0	0	110	84	1	0	85	0	0	0	0	195
Apprch %		2.7	97.3	0	0	98.8	1.2	0	0	43.6	0	0	0	0	
Total %		1.5	54.9	0	0	56.4	43.1	0.5	0	43.6	0	0	0	0	

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(888) 247-8602

File Name : 3-Main St and Miller St
Site Code :
Start Date : 5/2/2017
Page No : 2

Start Time	Main St Southbound				Main St Northbound				Miller St Eastbound				Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total			
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	1	1	0	2	10	0	10	0	0	0	0	0	12
07:15 AM	0	2	0	2	1	0	1	0	0	0	0	0	3
07:30 AM	0	1	0	1	3	0	3	0	0	0	0	0	4
07:45 AM	0	3	0	3	1	0	1	0	0	0	0	0	4
Total Volume	1	7	0	8	15	0	15	0	0	0	0	0	23
% App. Total	12.5	87.5	0		100	0		0	0	0	0	0	
PHF	.250	.583	.000	.667	.375	.000	.375	.000	.000	.000	.000	.000	.479

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:45 PM

05:45 PM	0	4	0	4	1	0	1	0	0	0	0	0	5
06:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	1
06:15 PM	0	6	0	6	1	0	1	0	0	0	0	0	7
06:30 PM	0	8	0	8	2	0	2	0	0	0	0	0	10
Total Volume	0	18	0	18	5	0	5	0	0	0	0	0	23
% App. Total	0	100	0		100	0		0	0	0	0	0	
PHF	.000	.563	.000	.563	.625	.000	.625	.000	.000	.000	.000	.000	.575

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(888) 247-8602

File Name : 3-Main St and Miller St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Trucks

	Main St Southbound					Main St Northbound				Miller St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:00 AM	0	3	0	0	0	3	4	0	0	4	0	0	0	0	7
07:15 AM	0	4	0	0	0	4	6	0	0	6	0	0	0	0	10
07:30 AM	0	1	0	0	0	1	4	1	0	5	0	0	0	0	6
07:45 AM	0	5	0	0	0	5	3	0	0	3	0	0	0	0	8
Total	0	13	0	0	0	13	17	1	0	18	0	0	0	0	31
08:00 AM	0	3	0	0	0	3	5	0	0	5	0	0	0	0	8
08:15 AM	0	2	0	0	0	2	3	1	0	4	0	0	0	0	6
08:30 AM	0	6	0	0	0	6	4	0	0	4	0	0	0	0	10
08:45 AM	0	1	0	0	0	1	5	1	0	6	0	0	0	0	7
Total	0	12	0	0	0	12	17	2	0	19	0	0	0	0	31
09:00 AM	0	1	0	0	0	1	2	0	0	2	0	0	0	0	3
09:15 AM	0	3	0	0	0	3	7	0	0	7	0	0	0	0	10
09:30 AM	0	3	0	0	0	3	9	0	0	9	0	0	0	0	12
09:45 AM	0	4	0	0	0	4	3	0	0	3	0	0	0	0	7
Total	0	11	0	0	0	11	21	0	0	21	0	0	0	0	32
10:00 AM	0	3	0	0	0	3	8	0	0	8	0	0	0	0	11
10:15 AM	1	4	0	0	0	5	8	0	0	8	1	0	0	1	14
10:30 AM	0	4	0	0	0	4	4	0	0	4	1	0	0	1	9
10:45 AM	0	6	0	0	0	6	5	0	0	5	2	0	0	2	13
Total	1	17	0	0	0	18	25	0	0	25	4	0	0	4	47
11:00 AM	0	9	0	0	0	9	3	0	0	3	1	0	0	1	13
11:15 AM	0	3	0	0	0	3	3	0	0	3	1	0	0	1	7
11:30 AM	0	3	0	0	0	3	3	0	0	3	0	0	0	0	6
11:45 AM	0	5	0	0	0	5	2	0	0	2	1	0	0	1	8
Total	0	20	0	0	0	20	11	0	0	11	3	0	0	3	34
12:00 PM	0	1	0	0	0	1	2	0	0	2	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5
12:30 PM	0	4	0	0	0	4	6	0	0	6	1	0	0	1	11
12:45 PM	1	2	0	0	0	3	3	1	0	4	0	0	0	0	7
Total	1	7	0	0	0	8	16	1	0	17	1	0	0	1	26
01:00 PM	0	1	0	0	0	1	3	1	0	4	1	0	0	1	6
01:15 PM	0	2	0	0	0	2	2	0	0	2	1	0	0	1	5
01:30 PM	0	4	0	0	0	4	2	0	0	2	1	0	0	1	7
01:45 PM	0	3	0	0	0	3	1	0	0	1	0	0	0	0	4
Total	0	10	0	0	0	10	8	1	0	9	3	0	0	3	22
02:00 PM	0	2	0	0	0	2	2	0	0	2	0	0	0	0	4
02:15 PM	0	8	0	0	0	8	1	0	0	1	0	0	0	0	9
02:30 PM	0	2	0	0	0	2	4	0	0	4	0	0	0	0	6
02:45 PM	0	5	0	0	0	5	2	1	0	3	0	0	0	0	8
Total	0	17	0	0	0	17	9	1	0	10	0	0	0	0	27
03:00 PM	0	3	0	0	0	3	1	0	0	1	0	0	0	0	4
03:15 PM	0	3	0	0	0	3	3	0	0	3	1	0	0	1	7
03:30 PM	0	4	0	0	0	4	1	0	0	1	0	0	0	0	5
03:45 PM	0	2	0	0	0	2	1	0	0	1	0	0	0	0	3
Total	0	12	0	0	0	12	6	0	0	6	1	0	0	1	19
04:00 PM	0	2	0	0	0	2	1	0	0	1	0	0	0	0	3
04:15 PM	0	4	0	0	0	4	1	0	0	1	0	0	0	0	5
04:30 PM	0	2	0	0	0	2	1	0	0	1	1	0	0	1	4
04:45 PM	0	1	0	0	0	1	2	0	0	2	0	0	0	0	3
Total	0	9	0	0	0	9	5	0	0	5	1	0	0	1	15
05:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	0	0	1	1	0	0	1	1	0	0	1	3
05:45 PM	0	1	0	0	0	1	1	0	0	1	0	0	0	0	2
Total	1	4	0	0	0	5	2	0	0	2	1	0	0	1	8
06:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	2
06:15 PM	0	1	0	0	0	1	1	0	0	1	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	0	3	2	0	0	2	1	0	0	1	6
Grand Total	3	135	0	0	0	138	139	6	0	145	15	0	0	15	298
Apprch %	2.2	97.8	0	0	0	95.9	4.1	0	0	100	100	0	0	0	298
Total %	1	45.3	0	0	0	46.3	46.6	2	0	48.7	5	0	0	5	298

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(888) 247-8602

File Name : 3-Main St and Miller St
Site Code :
Start Date : 5/2/2017
Page No : 2

Start Time	Main St Southbound				Main St Northbound				Miller St Eastbound				Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total			
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 10:15 AM													
10:15 AM	1	4	0	5	8	0	8	1	0	1			14
10:30 AM	0	4	0	4	4	0	4	1	0	1			9
10:45 AM	0	6	0	6	5	0	5	2	0	2			13
11:00 AM	0	9	0	9	3	0	3	1	0	1			13
Total Volume	1	23	0	24	20	0	20	5	0	5			49
% App. Total	4.2	95.8	0		100	0		100	0				
PHF	.250	.639	.000	.667	.625	.000	.625	.625	.000	.625			.875

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:15 PM

12:15 PM	0	0	0	0	5	0	5	0	0	0			5
12:30 PM	0	4	0	4	6	0	6	1	0	1			11
12:45 PM	1	2	0	3	3	1	4	0	0	0			7
01:00 PM	0	1	0	1	3	1	4	1	0	1			6
Total Volume	1	7	0	8	17	2	19	2	0	2			29
% App. Total	12.5	87.5	0		89.5	10.5		100	0				
PHF	.250	.438	.000	.500	.708	.500	.792	.500	.000	.500			.659

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(888) 247-8602

File Name : 3-Main St and Miller St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Bicycles on Road

	Main St Southbound					Main St Northbound				Miller St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:00 AM	0	1	0	0	0	1	0	2	0	2	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	1	1	3	0	4	0	0	0	0	5
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
01:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	3
Total	0	0	0	0	0	0	3	2	0	5	1	0	0	0	6
02:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	1	3
02:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	3	1	0	4	1	0	0	0	5
03:00 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1
03:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	1	0	0	0	1	0	1	0	1	0	0	0	0	2
Total	0	2	0	0	0	2	1	1	0	2	1	0	0	0	5
04:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
04:15 PM	0	2	0	0	0	2	0	0	0	0	1	0	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	2
Total	0	2	0	0	0	2	1	1	0	2	3	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	2	0	0	0	3
Grand Total	0	5	0	0	5	19	9	0	28	8	0	0	0	8	41
Apprch %	0	100	0	0	67.9	32.1	0	0	100	0	0	0	0	19.5	
Total %	0	12.2	0	0	12.2	46.3	22	0	68.3	19.5	0	0	0	19.5	

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 3-Main St and Miller St
 Site Code :
 Start Date : 5/2/2017
 Page No : 2

Start Time	Main St Southbound				Main St Northbound				Miller St Eastbound				Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total			
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	1	0	2	2	0	0	0	0	0	3
08:15 AM	0	0	0	0	1	1	2	0	0	0	0	0	2
Total Volume	0	1	0	1	1	3	4	0	0	0	0	0	5
% App. Total	0	100	0	0	25	75	0	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.250	.375	.500	.000	.000	.000	.000	.000	.417

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:30 PM

01:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	1
01:45 PM	0	0	0	0	2	0	2	1	0	0	1	0	3
02:00 PM	0	0	0	0	2	0	2	1	0	0	1	0	3
02:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	6	0	6	2	0	0	2	0	8
% App. Total	0	0	0	0	100	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.750	.000	.750	.500	.000	.500	.000	.000	.667

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(888) 247-8602

File Name : 3-Main St and Miller St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Bicycles on Crosswalk

	Main St Southbound					Main St Northbound				Miller St Eastbound				Int. Total
	Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	3
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	2	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	3	3	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	11	11	11
Apprch %	0	0	0	0	0	0	0	0	0	0	100	100	100	100
Total %	0	0	0	0	0	0	0	0	0	0	100	100	100	100

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(888) 247-8602

File Name : 3-Main St and Miller St
Site Code :
Start Date : 5/2/2017
Page No : 2

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak
Peak Hour for Entire Intersection Begins at 12:00 PM

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(888) 247-8602

File Name : 3-Main St and Miller St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Combined

	Main St Southbound					Main St Northbound				Miller St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:00 AM		1	57	0	0	58	83	6	0	89	5	2	0	7	154
07:15 AM		2	74	0	0	76	93	16	0	109	4	2	2	8	193
07:30 AM		3	94	0	0	97	126	21	0	147	6	0	1	7	251
07:45 AM		5	110	0	0	115	163	26	0	189	3	0	2	5	309
Total		11	335	0	0	346	465	69	0	534	18	4	5	27	907
08:00 AM		1	99	0	0	100	120	18	0	138	6	0	3	9	247
08:15 AM		3	93	0	0	96	125	21	0	146	6	1	1	8	250
08:30 AM		4	124	0	0	128	136	18	0	154	8	0	1	9	291
08:45 AM		7	134	0	0	141	157	23	0	180	10	0	0	10	331
Total		15	450	0	0	465	538	80	0	618	30	1	5	36	1119
09:00 AM		5	124	0	0	129	157	23	0	180	7	2	2	11	320
09:15 AM		8	121	0	0	129	162	21	0	183	10	0	0	10	322
09:30 AM		5	108	0	0	113	148	16	0	164	11	2	1	14	291
09:45 AM		10	128	0	0	138	141	13	0	154	13	1	2	16	308
Total		28	481	0	0	509	608	73	0	681	41	5	5	51	1241
10:00 AM		10	113	0	0	123	147	13	1	161	13	1	2	16	300
10:15 AM		8	103	0	0	111	156	19	0	175	15	2	1	18	304
10:30 AM		3	128	0	0	131	141	12	0	153	17	1	2	20	304
10:45 AM		15	141	0	0	156	154	11	0	165	13	1	0	14	335
Total		36	485	0	0	521	598	55	1	654	58	5	5	68	1243
11:00 AM		4	152	0	0	156	119	17	0	136	15	1	0	16	308
11:15 AM		6	142	0	0	148	124	12	0	136	16	1	0	17	301
11:30 AM		2	157	0	0	159	120	17	0	137	18	0	1	19	315
11:45 AM		6	183	0	0	189	152	11	0	163	15	1	1	17	369
Total		18	634	0	0	652	515	57	0	572	64	3	2	69	1293
12:00 PM		7	170	0	0	177	138	12	2	152	17	4	3	24	353
12:15 PM		6	184	0	0	190	147	8	0	155	8	2	2	12	357
12:30 PM		10	178	0	2	190	160	10	0	170	17	0	5	22	382
12:45 PM		6	146	0	0	152	148	20	0	168	19	1	1	21	341
Total		29	678	0	2	709	593	50	2	645	61	7	11	79	1433
01:00 PM		8	151	0	0	159	159	10	0	169	10	2	3	15	343
01:15 PM		8	163	0	0	171	144	16	0	160	22	1	2	25	356
01:30 PM		6	171	0	0	177	160	21	0	181	11	0	1	12	370
01:45 PM		3	181	0	0	184	153	12	0	165	9	4	2	15	364
Total		25	666	0	0	691	616	59	0	675	52	7	8	67	1433
02:00 PM		5	173	0	0	178	140	17	0	157	15	4	0	19	354
02:15 PM		5	153	0	0	158	150	12	0	162	14	0	1	15	335
02:30 PM		3	148	0	1	152	131	13	0	144	13	2	1	16	312
02:45 PM		6	154	0	0	160	185	14	0	199	14	0	1	15	374
Total		19	628	0	1	648	606	56	0	662	56	6	3	65	1375
03:00 PM		6	159	0	0	165	173	16	0	189	19	1	3	23	377
03:15 PM		6	183	0	0	189	171	11	0	182	17	1	2	20	391
03:30 PM		2	189	0	0	191	165	13	0	178	20	1	1	22	391
03:45 PM		7	199	0	0	206	156	13	0	169	16	1	3	20	395
Total		21	730	0	0	751	665	53	0	718	72	4	9	85	1554
04:00 PM		6	195	1	0	202	170	10	0	180	13	0	2	15	397
04:15 PM		7	207	0	0	214	153	17	0	170	19	0	0	19	403
04:30 PM		2	200	0	0	202	175	17	0	192	20	0	5	25	419
04:45 PM		9	199	0	0	208	178	12	0	190	23	1	4	28	426
Total		24	801	1	0	826	676	56	0	732	75	1	11	87	1645
05:00 PM		6	227	0	0	233	166	11	0	177	29	1	3	33	443
05:15 PM		7	222	0	0	229	177	18	0	195	22	0	3	25	449
05:30 PM		6	197	0	0	203	170	11	0	181	20	0	2	22	406
05:45 PM		2	169	0	0	171	189	9	0	198	16	0	1	17	386
Total		21	815	0	0	836	702	49	0	751	87	1	9	97	1684
06:00 PM		11	161	0	0	172	171	23	0	194	17	0	0	17	383
06:15 PM		2	197	0	0	199	160	15	0	175	14	0	2	16	390
06:30 PM		3	175	0	0	178	177	16	0	193	25	3	2	30	401
06:45 PM		3	132	0	0	135	172	19	0	191	15	1	4	20	346
Total		19	665	0	0	684	680	73	0	753	71	4	8	83	1520
Grand Total		266	7368	1	3	7638	7262	730	3	7995	685	48	81	814	16447
Apprch %		3.5	96.5	0	0	90.8	91.1	0	0	84.2	5.9	10	10	4.9	
Total %		1.6	44.8	0	0	46.4	44.2	4.4	0	48.6	4.2	0.3	0.5	4.9	

Peggy Malone & Associates, Inc.
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File Name : 3-Main St and Miller St
Site Code :
Start Date : 5/2/2017
Page No : 2

Start Time	Main St Southbound				Main St Northbound				Miller St Eastbound				Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total			
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:00 AM													
11:00 AM	4	152	0	156	119	17	136	15	1	16		308	
11:15 AM	6	142	0	148	124	12	136	16	1	17		301	
11:30 AM	2	157	0	159	120	17	137	18	0	18		314	
11:45 AM	6	183	0	189	152	11	163	15	1	16		368	
Total Volume	18	634	0	652	515	57	572	64	3	67		1291	
% App. Total	2.8	97.2	0		90	10		95.5	4.5				
PHF	.750	.866	.000	.862	.847	.838	.877	.889	.750	.931		.877	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	2	200	0	202	175	17	192	20	0	20		414
04:45 PM	9	199	0	208	178	12	190	23	1	24		422
05:00 PM	6	227	0	233	166	11	177	29	1	30		440
05:15 PM	7	222	0	229	177	18	195	22	0	22		446
Total Volume	24	848	0	872	696	58	754	94	2	96		1722
% App. Total	2.8	97.2	0		92.3	7.7		97.9	2.1			
PHF	.667	.934	.000	.936	.978	.806	.967	.810	.500	.800		.965

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File Name : 4-Main St and Eheart St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Cars

Start Time	Main St Southbound					Eheart St Westbound					Main St Northbound					Eheart St Eastbound						
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
07:00 AM	1	62	1	0	64	3	0	2	0	5	0	69	0	0	69	1	0	0	0	1	139	
07:15 AM	0	73	0	3	76	4	1	4	1	10	0	89	2	0	91	0	0	0	0	0	177	
07:30 AM	0	92	2	1	95	6	0	3	4	13	1	138	0	0	139	0	0	0	1	1	248	
07:45 AM	2	102	2	2	108	12	0	1	4	17	6	165	1	1	173	3	0	0	1	4	302	
Total	3	329	5	6	343	25	1	10	9	45	7	461	3	1	472	4	0	0	2	6	866	
08:00 AM	0	95	1	0	96	3	0	1	0	4	8	132	2	0	142	3	0	0	3	6	248	
08:15 AM	1	92	3	1	97	3	0	3	0	6	3	137	0	0	140	0	0	0	1	1	244	
08:30 AM	1	114	1	0	116	6	0	1	1	8	1	149	2	0	152	0	0	0	1	1	277	
08:45 AM	0	136	1	4	141	12	0	1	8	21	1	153	1	0	155	0	0	0	1	1	318	
Total	2	437	6	5	450	24	0	6	9	39	13	571	5	0	589	3	0	0	6	9	1087	
09:00 AM	1	128	3	4	136	14	0	2	1	17	1	163	4	0	168	0	0	0	0	0	321	
09:15 AM	2	127	3	1	133	15	0	0	1	16	0	161	2	0	163	2	0	0	0	2	314	
09:30 AM	0	109	4	1	114	4	0	1	4	9	1	143	0	0	144	1	0	0	2	3	270	
09:45 AM	0	126	1	1	128	6	0	1	0	7	1	145	1	0	147	1	0	0	1	2	284	
Total	3	490	11	7	511	39	0	4	6	49	3	612	7	0	622	4	0	0	3	7	1189	
10:00 AM	1	125	3	0	129	4	0	1	5	10	1	143	0	0	144	0	0	0	1	1	284	
10:15 AM	0	111	2	0	113	7	0	0	2	9	4	160	2	0	166	1	0	0	1	2	290	
10:30 AM	0	136	4	3	143	4	0	0	4	8	4	149	2	0	155	1	0	0	1	2	308	
10:45 AM	0	134	4	1	139	14	0	0	1	15	2	133	2	0	137	1	0	2	2	5	296	
Total	1	506	13	4	524	29	0	1	12	42	11	585	6	0	602	3	0	2	5	10	1178	
11:00 AM	2	149	4	3	158	4	0	0	1	5	4	128	0	0	132	1	0	0	2	3	298	
11:15 AM	1	158	2	0	161	5	0	1	2	8	4	126	1	0	131	0	0	1	0	1	301	
11:30 AM	1	163	6	1	171	4	0	0	0	4	3	121	3	0	127	1	0	0	1	1	303	
11:45 AM	0	173	9	2	184	9	0	0	1	10	3	152	0	0	155	1	0	0	2	3	352	
Total	4	643	21	6	674	22	0	1	4	27	14	527	4	0	545	3	0	1	4	8	1254	
12:00 PM	0	180	4	0	184	7	0	1	3	11	3	134	0	0	137	2	0	0	1	3	335	
12:15 PM	1	190	2	2	195	10	1	2	2	15	6	136	1	1	144	3	0	1	1	5	359	
12:30 PM	0	176	6	4	186	5	1	2	3	11	3	160	3	0	166	5	0	0	2	7	370	
12:45 PM	2	163	5	3	173	5	0	1	3	9	1	163	0	0	164	2	0	0	0	2	348	
Total	3	709	17	9	738	27	2	6	11	46	13	593	4	1	611	12	0	1	4	17	1412	
01:00 PM	0	145	5	0	150	6	0	0	2	8	8	151	1	0	160	1	0	0	1	2	320	
01:15 PM	1	176	9	1	187	7	0	0	0	7	1	157	1	0	159	4	0	0	2	6	359	
01:30 PM	3	164	2	1	170	11	0	0	1	12	3	169	2	0	174	1	0	0	0	1	357	
01:45 PM	0	182	4	1	187	3	0	2	2	7	0	157	1	0	158	2	0	0	2	4	356	
Total	4	667	20	3	694	27	0	2	5	34	12	634	5	0	651	8	0	0	5	13	1392	
02:00 PM	0	174	2	0	176	6	0	1	0	7	2	159	2	0	163	1	0	0	2	3	349	
02:15 PM	0	154	6	1	161	6	0	0	3	9	4	154	2	0	160	3	0	1	3	7	337	
02:30 PM	1	157	2	1	161	3	0	0	0	3	5	134	1	0	140	1	0	0	1	2	306	
02:45 PM	0	155	5	0	160	5	0	1	0	6	4	195	4	0	203	5	0	0	0	5	374	
Total	1	640	15	2	658	20	0	2	3	25	15	642	9	0	666	10	0	1	6	17	1366	
03:00 PM	1	168	6	5	180	6	0	1	0	7	9	177	4	0	190	1	0	1	2	4	381	
03:15 PM	1	174	7	1	183	7	0	4	0	11	2	168	0	0	170	4	0	0	1	5	369	
03:30 PM	3	211	3	2	219	5	0	1	2	8	5	167	1	0	173	1	0	0	1	2	402	
03:45 PM	0	200	2	4	206	7	0	0	2	9	7	167	0	0	174	3	0	0	3	6	395	
Total	5	753	18	12	788	25	0	6	4	35	23	679	5	0	707	9	0	1	7	17	1547	
04:00 PM	0	196	5	5	206	8	0	1	3	12	4	165	1	0	170	4	0	0	2	6	394	
04:15 PM	0	206	9	1	216	3	0	1	3	7	3	159	3	0	165	1	0	0	0	1	389	
04:30 PM	2	209	2	1	214	12	0	0	3	15	7	180	1	0	188	1	0	0	5	6	423	
04:45 PM	0	217	5	2	224	5	0	1	1	7	3	185	1	0	189	1	0	1	3	5	425	
Total	2	828	21	9	860	28	0	3	10	41	17	689	6	0	712	7	0	1	10	18	1631	
05:00 PM	1	245	4	4	254	7	0	0	3	10	10	172	1	0	183	0	0	0	3	3	450	
05:15 PM	1	240	1	2	244	15	0	0	1	16	3	186	0	0	189	3	0	1	3	7	456	
05:30 PM	0	217	4	1	222	8	0	0	2	10	8	177	1	0	186	0	0	0	1	1	419	
05:45 PM	0	170	3	3	176	5	0	0	2	7	7	191	0	0	198	2	0	1	0	3	384	
Total	2	872	12	10	896	35	0	0	8	43	28	726	2	0	756	5	0	2	7	14	1709	
06:00 PM	0	170	7	1	178	10	0	2	2	14	4	187	2	0	193	1	0	1	1	3	388	
06:15 PM	1	187	11	4	203	7	0	5	1	13	4	156	2	1	163	1	0	0	1	2	381	
06:30 PM	0	192	5	2	199	14	0	1	2	17	5	182	1	0	188	3	0	0	2	5	409	
06:45 PM	0	136	7	6	149	10	0	1	15	26	4	181	0	0	185	0	0	0	1	1	361	
Total	1	685	30	13	729	41	0	9	20	70	17	706	5	1	729	5	0	1	5	11	1539	
Grand Total	31	7559	189	86	7865	342	3	50	101	496	173	7425	61	3	7662	73	0	10	64	147	16170	
Apprch %	0.4	96.1	2.4	1.1		69	0.6	10.1	20.4		2.3	96.9	0.8	0		49.7	0	6.8	43.5			
Total %	0.2	46.7	1.2	0.5		48.6	2.1	0	0.3	0.6	3.1	1.1	45.9	0.4	0		47.4	0.5	0.1	0.4	0.9	

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File Name : 4-Main St and Eheart St
 Site Code :
 Start Date : 5/2/2017
 Page No : 2

	Main St Southbound					Eheart St Westbound					Main St Northbound					Eheart St Eastbound					
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM		2	149	4	155		4	0	0	4		4	128	0	132		1	0	0	1	292
11:15 AM		1	158	2	161		5	0	1	6		4	126	1	131		0	0	1	1	299
11:30 AM		1	163	6	170		4	0	0	4		3	121	3	127		1	0	0	1	302
11:45 AM		0	173	9	182		9	0	0	9		3	152	0	155		1	0	0	1	347
Total Volume		4	643	21	668		22	0	1	23		14	527	4	545		3	0	1	4	1240
% App. Total		0.6	96.3	3.1			95.7	0	4.3			2.6	96.7	0.7			75	0	25		
PHF		.500	.929	.583	.918		.611	.000	.250	.639		.875	.867	.333	.879		.750	.000	.250	1.00	.893

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	217	5	222		5	0	1	6		3	185	1	189		1	0	1	2	419	
05:00 PM	1	245	4	250		7	0	0	7		10	172	1	183		0	0	0	0	440	
05:15 PM	1	240	1	242		15	0	0	15		3	186	0	189		3	0	1	4	450	
05:30 PM	0	217	4	221		8	0	0	8		8	177	1	186		0	0	0	0	415	
Total Volume		2	919	14	935		35	0	1	36		24	720	3	747		4	0	2	6	1724
% App. Total		0.2	98.3	1.5		97.2	0	2.8			3.2	96.4	0.4			66.7	0	33.3			
PHF		.500	.938	.700	.935		.583	.000	.250	.600		.600	.968	.750	.988		.333	.000	.500	.375	.958

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(888) 247-8602

File Name : 4-Main St and Eheart St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Buses

Start Time	Main St Southbound					Eheart St Westbound					Main St Northbound					Eheart St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	7	0	0	7	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	20
08:00 AM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
Total	0	11	1	0	12	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	17
09:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
09:15 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
09:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	8	0	0	8	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	20
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
10:15 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
10:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
11:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	15
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:30 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
01:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
01:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
01:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
01:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	15
02:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
02:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:15 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
03:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
04:15 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
04:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	11	0	0	11	0	0	0	0	0	0	1	6	0	7	0	0	0	0	0	18
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
05:45 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Total	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:15 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
06:30 PM	0	9	0	0	9	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	11
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	16	0	0	16	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	20
Grand Total	0	106	1	0	107	0	0	0	0	0	1	82	0	0	83	0	0	0	0	0	190
Apprch %	0	99.1	0.9	0	56.3	0	0	0	0	0	1.2	98.8	0	0	43.7	0	0	0	0	0	0
Total %	0	55.8	0.5	0	56.3	0	0	0	0	0	0.5	43.2	0	0	43.7	0	0	0	0	0	0

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(888) 247-8602

File Name : 4-Main St and Eheart St
 Site Code :
 Start Date : 5/2/2017
 Page No : 2

	Main St Southbound					Eheart St Westbound					Main St Northbound					Eheart St Eastbound				
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 08:45 AM																				
08:45 AM	0	6	0	6		0	0	0	0	0	1	0	1	0	0	0	0	0	7	
09:00 AM	0	2	0	2		0	0	0	0	0	3	0	3	0	0	0	0	0	5	
09:15 AM	0	3	0	3		0	0	0	0	0	3	0	3	0	0	0	0	0	6	
09:30 AM	0	1	0	1		0	0	0	0	0	5	0	5	0	0	0	0	0	6	
Total Volume	0	12	0	12		0	0	0	0	0	12	0	12	0	0	0	0	0	24	
% App. Total	0	100	0	100		0	0	0	0	0	100	0	100	0	0	0	0	0		
PHF	.000	.500	.000	.500		.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.000	.000	.857		

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:45 PM

05:45 PM	0	4	0	4		0	0	0	0	0	1	0	1	0	0	0	0	0	5
06:00 PM	0	0	0	0		0	0	0	0	0	1	0	1	0	0	0	0	0	1
06:15 PM	0	5	0	5		0	0	0	0	0	1	0	1	0	0	0	0	0	6
06:30 PM	0	9	0	9		0	0	0	0	0	2	0	2	0	0	0	0	0	11
Total Volume	0	18	0	18		0	0	0	0	0	5	0	5	0	0	0	0	0	23
% App. Total	0	100	0	100		0	0	0	0	0	100	0	100	0	0	0	0	0	
PHF	.000	.500	.000	.500		.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.523	

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(888) 247-8602

File Name : 4-Main St and Eheart St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Trucks

Start Time	Main St Southbound					Eheart St Westbound					Main St Northbound					Eheart St Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	
07:15 AM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10	
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6	
07:45 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8	
Total	0	13	0	0	13	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	32	
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	
08:15 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	3	
08:30 AM	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	9	
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9	
Total	0	11	0	0	11	0	0	0	0	0	1	16	0	0	17	0	0	0	0	0	28	
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
09:15 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10	
09:30 AM	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	12	
09:45 AM	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	8	
Total	0	11	0	0	11	0	0	0	0	0	1	21	0	0	22	0	0	0	0	0	33	
10:00 AM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8	
10:15 AM	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15	
10:30 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8	
10:45 AM	0	6	0	0	6	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	11	
Total	0	18	0	0	18	1	0	0	0	0	1	0	23	0	0	23	0	0	0	0	0	42
11:00 AM	0	9	1	0	10	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	15	
11:15 AM	1	5	0	0	6	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	9	
11:30 AM	0	4	0	0	4	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	10	
11:45 AM	0	6	0	0	6	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	9	
Total	1	24	1	0	26	1	0	0	0	0	1	14	1	0	16	0	0	0	0	0	43	
12:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5	
12:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11	
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
Total	0	10	0	0	10	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	25	
01:00 PM	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6	
01:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
01:30 PM	0	6	0	0	6	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	9	
01:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
Total	0	12	1	0	13	1	0	1	0	2	0	8	0	0	8	0	0	0	0	0	23	
02:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
02:15 PM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7	
02:30 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	
02:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	
Total	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	24	
03:00 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6	
03:15 PM	0	5	0	0	5	0	0	0	0	0	0	1	3	1	0	5	0	0	0	0	10	
03:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	7	
03:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	4	
Total	0	17	0	0	17	0	0	0	0	0	0	2	7	1	0	10	0	0	0	0	0	27
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
04:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
Total	0	8	1	0	9	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	15	
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
Total	1	6	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9	
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	5	
Grand Total	2	146	3	0	151	3	0	1	0	4	5	144	2	0	151	0	0	0	0	0	306	
Apprch %	1.3	96.7	2	0	75	0	25	0	0	3.3	3.3	95.4	1.3	0	49.3	0	0	0	0	0	0	
Total %	0.7	47.7	1	0	1	0	0.3	0	1.3	1.6	47.1	0.7	0	49.3	0	0	0	0	0	0		

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 4-Main St and Eheart St
Site Code :
Start Date : 5/2/2017
Page No : 2

	Main St Southbound				Eheart St Westbound				Main St Northbound				Eheart St Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:15 AM																	
10:15 AM	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0	15
10:30 AM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
10:45 AM	0	6	0	6	1	0	0	1	0	4	0	4	0	0	0	0	11
11:00 AM	0	9	1	10	0	0	0	0	0	5	0	5	0	0	0	0	15
Total Volume	0	25	1	26	1	0	0	1	0	22	0	22	0	0	0	0	49
% App. Total	0	96.2	3.8		100	0	0		0	100	0		0	0	0	0	
PHF	.000	.694	.250	.650	.250	.000	.000	.250	.000	.611	.000	.611	.000	.000	.000	.000	.817

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour Analysis From 12:00 PM to 06:45 PM - PC

Peak Hour for Entire Intersection Begins at 02:50 PM															
02:30 PM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	7
02:45 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	6
03:00 PM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	6
03:15 PM	0	5	0	5	0	0	0	0	1	3	1	5	0	0	10
Total Volume	0	15	0	15	0	0	0	0	1	12	1	14	0	0	29
% App. Total	0	100	0		0	0	0		7.1	85.7	7.1		0	0	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.250	.600	.250	.700	.000	.000	.725

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(888) 247-8602

File Name : 4-Main St and Eheart St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Bicycles on Road

Start Time	Main St Southbound					Eheart St Westbound					Main St Northbound					Eheart St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	4
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	4
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	4
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	6
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	1	0	0	5
01:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
02:00 PM	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	4
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	3
04:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	0	1	4	0	5	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
06:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5
Grand Total	1	5	8	0	14	11	5	0	0	16	0	12	2	0	14	0	4	0	0	4	48
Apprch %	7.1	35.7	57.1	0	29.2	68.8	31.2	0	0	33.3	0	85.7	14.3	0	29.2	0	100	0	0	8.3	8.3
Total %	2.1	10.4	16.7	0	22.9	10.4	0	0	0	33.3	0	25	4.2	0	29.2	0	8.3	0	0	8.3	8.3

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 4-Main St and Eheart St
 Site Code :
 Start Date : 5/2/2017
 Page No : 2

	Main St Southbound				Eheart St Westbound				Main St Northbound				Eheart St Eastbound				Int. Total
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00 AM																	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	1	2	0	3	0	0	1	0	1	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	2
Total Volume	0	0	0	0	0	1	2	0	3	0	2	1	3	0	0	0	6
% App. Total	0	0	0	0	0	33.3	66.7	0	0	0	66.7	33.3	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.250	.000	.250	.000	.500	.250	.375	.000	.000	.000	.375

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	1	0	1	3
04:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1	3
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	1	4	5	0	0	0	0	0	2	0	2	0	2	0	2	9
% App. Total	0	20	80	0	0	0	0	0	0	100	0	0	100	0	0	0	0
PHF	.000	.250	.500	.625	.000	.000	.000	.000	.000	.500	.000	.500	.000	.500	.000	.500	.750

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File Name : 4-Main St and Eheart St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	Main St Southbound					Eheart St Westbound					Main St Northbound					Eheart St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
09:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
10:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	3
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	5
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	5
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	4
Grand Total	0	0	0	3	3	0	0	13	13	13	0	0	0	0	0	0	0	0	11	11	27
Apprch %	0	0	0	100	100	0	0	0	100	100	0	0	0	0	0	0	0	0	100	100	
Total %	0	0	0	11.1	11.1	0	0	0	48.1	48.1	0	0	0	0	0	0	0	0	40.7	40.7	

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 4-Main St and Eheart St
Site Code :
Start Date : 5/2/2017
Page No : 2

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour Analysis From 12:00 PM to 06:45 PM - PC

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 4-Main St and Eheart St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Combined

Start Time	Main St Southbound					Eheart St Westbound					Main St Northbound					Eheart St Eastbound						
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
07:00 AM	1	66	1	0	68	4	0	2	0	6	0	82	0	0	82	1	0	0	0	1	157	
07:15 AM	0	79	0	3	82	4	1	4	1	10	0	96	2	0	98	0	0	0	0	0	190	
07:30 AM	1	94	2	2	99	6	0	3	4	13	1	146	0	0	147	0	0	0	1	1	260	
07:45 AM	2	110	2	2	116	12	0	1	4	17	6	169	1	1	177	3	0	0	2	5	315	
Total	4	349	5	7	365	26	1	10	9	46	7	493	3	1	504	4	0	0	3	7	922	
08:00 AM	0	100	2	0	102	4	0	1	0	5	8	139	2	0	149	3	0	0	3	6	262	
08:15 AM	1	97	3	1	102	4	0	3	0	7	3	140	0	0	143	0	0	0	1	1	253	
08:30 AM	1	119	1	0	121	6	0	1	2	9	2	153	2	0	157	0	0	0	1	1	288	
Total	2	460	7	5	474	26	0	6	10	42	14	593	5	0	612	3	0	0	6	9	1137	
09:00 AM	1	131	3	4	139	14	1	2	1	18	1	168	4	0	173	0	0	0	1	1	331	
09:15 AM	2	133	3	1	139	15	0	0	2	17	0	172	2	0	174	2	0	0	0	2	332	
09:30 AM	0	113	4	1	118	6	0	1	4	11	1	157	0	0	158	1	0	0	2	3	290	
Total	3	509	11	7	530	41	1	4	7	53	4	646	7	0	657	4	0	0	5	9	1249	
10:00 AM	1	127	3	0	131	4	0	1	5	10	1	151	0	0	152	0	0	0	1	1	294	
10:15 AM	0	120	2	0	122	7	0	0	2	9	4	172	2	0	178	1	0	0	2	3	312	
10:30 AM	0	140	4	3	147	5	2	0	5	12	4	155	2	0	161	1	0	0	1	2	322	
Total	1	529	13	4	547	31	2	1	14	48	11	618	7	0	636	3	0	2	6	11	1242	
11:00 AM	2	160	5	3	170	4	0	0	1	5	4	133	0	0	137	1	0	0	2	3	315	
11:15 AM	2	167	2	0	171	5	0	1	2	8	4	131	2	0	137	0	0	1	0	1	317	
11:30 AM	1	169	6	1	177	4	0	0	0	4	4	127	3	0	134	1	0	0	1	1	316	
Total	5	677	22	6	710	23	0	1	4	28	15	547	5	0	567	3	0	1	4	8	1313	
12:00 PM	0	184	4	0	188	9	0	1	3	13	3	137	0	0	140	2	0	0	2	4	345	
12:15 PM	1	191	2	2	196	10	3	2	4	19	6	142	1	1	150	3	0	1	2	6	371	
12:30 PM	0	185	6	4	195	5	1	2	3	11	3	169	3	0	175	5	0	0	3	8	389	
Total	3	726	17	9	755	29	4	6	13	52	13	613	4	1	631	12	1	1	7	21	1459	
01:00 PM	0	147	6	0	153	7	0	0	2	9	8	157	1	0	166	1	0	0	2	3	331	
01:15 PM	1	180	9	1	191	7	0	0	0	7	1	161	1	0	163	4	0	0	3	7	368	
01:30 PM	3	171	2	1	177	12	0	1	2	15	3	172	2	0	177	1	0	0	0	1	370	
Total	4	686	21	3	714	29	0	3	7	39	12	651	5	0	668	8	0	0	8	16	1437	
02:00 PM	0	178	3	0	181	7	0	1	0	8	2	163	2	0	167	1	0	0	2	3	359	
02:15 PM	0	161	6	1	168	6	0	0	3	9	4	157	2	0	163	3	0	1	3	7	347	
02:30 PM	1	162	2	1	166	3	0	0	0	3	5	140	1	0	146	1	0	0	1	2	317	
Total	1	660	16	2	679	22	0	2	3	27	15	658	9	0	682	10	0	1	6	17	1405	
03:00 PM	1	174	6	5	186	6	0	1	0	7	9	179	4	0	192	1	0	1	2	4	389	
03:15 PM	1	184	7	1	193	7	0	4	0	11	3	174	1	0	178	4	0	0	1	5	387	
03:30 PM	3	219	3	2	227	5	0	1	2	8	6	171	1	0	178	1	0	0	1	2	415	
Total	5	782	18	13	818	25	0	6	5	36	25	693	6	0	724	9	0	1	7	17	1595	
04:00 PM	0	199	6	5	210	8	0	1	3	12	5	169	1	0	175	4	1	0	2	7	404	
04:15 PM	0	215	11	1	227	3	0	1	3	7	3	163	3	0	169	1	1	0	0	2	405	
04:30 PM	2	214	3	1	220	12	0	0	3	15	7	181	1	0	189	1	0	0	5	6	430	
Total	2	848	26	9	885	28	0	3	10	41	18	703	6	0	727	7	2	1	10	20	1673	
05:00 PM	1	249	4	4	258	7	0	0	3	10	10	174	1	0	185	0	0	0	3	3	456	
05:15 PM	1	242	1	2	246	15	0	0	2	17	3	187	0	0	190	3	0	1	3	7	460	
05:30 PM	1	219	4	1	225	8	0	0	3	11	8	181	1	0	190	0	0	0	1	1	427	
Total	0	176	3	3	182	5	0	0	2	7	7	193	0	0	200	2	1	1	0	4	393	
Total	3	886	12	10	911	35	0	0	10	45	28	735	2	0	765	5	1	2	7	15	1736	
06:00 PM	0	170	7	1	178	10	0	2	3	15	4	188	2	0	194	1	0	1	1	3	390	
06:15 PM	1	194	13	4	212	7	0	5	1	13	4	158	3	1	166	1	0	0	1	2	393	
06:30 PM	0	201	5	2	208	14	0	1	2	17	5	186	1	0	192	3	0	0	3	6	423	
Total	0	139	8	7	154	10	0	1	16	27	4	181	0	0	185	0	0	0	1	1	367	
Total	1	704	33	14	752	41	0	9	22	72	17	713	6	1	737	5	0	1	6	12	1573	
Grand Total	34	7816	201	89	8140	356	8	51	114	529	179	7663	65	3	7910	73	4	10	75	162	16741	
Apprch %	0.4	96	2.5	1.1		67.3	1.5	9.6	21.6		2.3	96.9	0.8	0		45.1	2.5	6.2	46.3			
Total %	0.2	46.7	1.2	0.5		48.6	2.1	0	0.3	0.7	3.2	1.1	45.8	0.4	0		47.2	0.4	0.1	0.4	1	

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File Name : 4-Main St and Eheart St
 Site Code :
 Start Date : 5/2/2017
 Page No : 2

	Main St Southbound					Eheart St Westbound					Main St Northbound					Eheart St Eastbound					
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM		2	160	5	167		4	0	0	4		4	133	0	137		1	0	0	1	309
11:15 AM		2	167	2	171		5	0	1	6		4	131	2	137		0	0	1	1	315
11:30 AM		1	169	6	176		4	0	0	4		4	127	3	134		1	0	0	1	315
11:45 AM		0	181	9	190		10	0	0	10		3	156	0	159		1	0	0	1	360
Total Volume		5	677	22	704		23	0	1	24		15	547	5	567		3	0	1	4	1299
% App. Total		0.7	96.2	3.1			95.8	0	4.2			2.6	96.5	0.9			75	0	25		
PHF		.625	.935	.611	.926		.575	.000	.250	.600		.938	.877	.417	.892		.750	.000	.250	1.00	.902

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	220	6	226		5	0	1	6		3	190	1	194		1	0	1	2	428	
05:00 PM	1	249	4	254		7	0	0	7		10	174	1	185		0	0	0	0	446	
05:15 PM	1	242	1	244		15	0	0	15		3	187	0	190	3	0	1	4	453		
05:30 PM	1	219	4	224		8	0	0	8		8	181	1	190	0	0	0	0	0	422	
Total Volume		3	930	15	948		35	0	1	36		24	732	3	759		4	0	2	6	1749
% App. Total		0.3	98.1	1.6		97.2	0	2.8			3.2	96.4	0.4			66.7	0	33.3			
PHF		.750	.934	.625	.933		.583	.000	.250	.600		.600	.963	.750	.978		.333	.000	.500	.375	.965

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File Name : 5-Main St. & Graves Ave._Airport Rd.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Cars

Start Time	Main St Southbound					Graves Ave Westbound					Main St Northbound					Airport Rd Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	61	0	0	66	0	0	0	0	0	0	56	5	0	61	3	0	0	0	3	130
07:15 AM	6	67	0	0	73	0	0	0	3	3	2	113	10	1	126	4	0	1	0	5	207
07:30 AM	17	84	1	0	102	0	0	0	0	0	1	119	12	0	132	3	0	3	0	6	240
07:45 AM	11	90	1	0	102	0	0	0	1	1	2	186	17	0	205	2	0	2	1	5	313
Total	39	302	2	0	343	0	0	0	4	4	5	474	44	1	524	12	0	6	1	19	890
08:00 AM	9	83	0	1	93	0	0	0	0	0	1	128	16	0	145	4	0	0	0	4	242
08:15 AM	4	100	0	0	104	0	0	0	0	0	1	169	17	0	187	4	0	3	0	7	298
08:30 AM	16	73	1	0	90	0	0	0	0	0	1	161	6	0	168	5	0	1	0	6	264
08:45 AM	13	103	2	2	120	0	0	0	0	0	0	187	15	0	202	9	0	11	0	20	342
Total	42	359	3	3	407	0	0	0	0	0	3	645	54	0	702	22	0	15	0	37	1146
09:00 AM	14	143	1	0	158	0	0	0	1	1	0	156	11	0	167	7	3	8	1	19	345
09:15 AM	3	129	2	0	134	0	0	0	0	0	0	128	11	0	139	5	2	5	0	12	285
09:30 AM	8	115	0	1	124	0	0	0	0	0	0	159	5	0	164	3	0	6	0	9	297
09:45 AM	7	113	2	1	123	0	0	0	0	0	0	132	7	0	139	4	1	2	1	8	270
Total	32	500	5	2	539	0	0	0	1	1	0	575	34	0	609	19	6	21	2	48	1197
10:00 AM	10	115	0	0	125	0	0	0	0	0	3	136	4	0	143	7	1	6	0	14	282
10:15 AM	2	107	0	1	110	0	0	0	0	0	2	128	6	0	136	8	0	7	1	16	262
10:30 AM	4	124	0	0	128	0	0	0	3	3	1	139	3	0	143	6	0	6	0	12	286
10:45 AM	3	129	2	0	134	0	0	0	0	0	1	151	5	0	157	7	3	3	0	13	304
Total	19	475	2	1	497	0	0	0	3	3	7	554	18	0	579	28	4	22	1	55	1134
11:00 AM	2	145	3	1	151	0	0	0	1	1	4	130	5	0	139	4	1	2	1	8	299
11:15 AM	5	169	0	0	174	0	0	0	1	1	3	139	7	0	149	3	0	5	5	13	337
11:30 AM	8	164	2	0	174	0	0	0	0	0	1	138	10	0	149	10	1	4	2	17	340
11:45 AM	5	179	2	1	187	0	0	0	0	0	5	167	9	0	181	11	0	3	0	14	382
Total	20	657	7	2	686	0	0	0	2	2	13	574	31	0	618	28	2	14	8	52	1358
12:00 PM	10	190	2	1	203	0	0	0	1	1	1	155	11	0	167	11	1	7	1	20	391
12:15 PM	10	199	1	1	211	0	0	0	1	1	3	203	8	0	214	10	2	6	0	18	444
12:30 PM	6	205	0	0	211	0	0	0	1	1	2	173	7	0	182	8	0	6	0	14	408
12:45 PM	8	181	3	1	193	0	0	0	1	1	1	200	9	0	210	6	2	6	2	16	420
Total	34	775	6	3	818	0	0	0	4	4	7	731	35	0	773	35	5	25	3	68	1663
01:00 PM	4	147	0	0	151	0	0	0	2	2	1	189	7	0	197	9	0	4	0	13	363
01:15 PM	7	196	2	1	206	0	0	0	0	0	3	203	8	0	214	8	0	5	0	13	433
01:30 PM	2	182	5	0	189	0	0	0	0	0	0	183	8	0	191	6	3	4	0	13	393
01:45 PM	7	154	3	0	164	0	0	0	1	1	0	179	10	0	189	5	1	6	1	13	367
Total	20	679	10	1	710	0	0	0	3	3	4	754	33	0	791	28	4	19	1	52	1556
02:00 PM	4	158	0	0	162	0	0	0	0	0	2	186	3	0	191	10	0	4	1	15	368
02:15 PM	4	192	1	0	197	0	0	0	0	0	3	146	6	0	155	9	0	7	1	17	369
02:30 PM	6	195	2	1	204	0	0	0	2	2	3	179	4	1	187	10	0	4	1	15	408
02:45 PM	7	180	0	1	188	0	0	0	0	0	1	158	3	0	162	7	2	5	0	14	364
Total	21	725	3	2	751	0	0	0	2	2	9	669	16	1	695	36	2	20	3	61	1509
03:00 PM	4	196	2	4	206	0	0	0	1	1	1	156	4	0	161	5	1	4	5	15	383
03:15 PM	7	176	3	4	190	0	0	0	0	0	4	188	6	0	198	9	1	4	1	15	403
03:30 PM	8	203	3	3	217	0	0	0	1	1	0	156	5	0	161	8	1	2	1	12	391
03:45 PM	13	209	1	6	229	0	0	0	4	4	6	180	4	0	190	5	2	11	1	19	442
Total	32	784	9	17	842	0	0	0	6	6	11	680	19	0	710	27	5	21	8	61	1619
04:00 PM	6	196	5	0	207	0	0	0	0	0	7	159	10	0	176	7	2	11	1	21	404
04:15 PM	5	200	2	1	208	0	0	0	0	0	1	177	8	0	186	10	1	6	1	18	412
04:30 PM	7	213	3	2	225	0	0	0	1	1	3	161	6	0	170	8	4	4	1	17	413
04:45 PM	14	187	0	5	206	0	0	0	0	0	2	209	22	0	233	8	3	12	1	24	463
Total	32	796	10	8	846	0	0	0	1	1	13	706	46	0	765	33	10	33	4	80	1692
05:00 PM	6	244	3	3	256	0	0	0	1	1	1	196	9	0	206	11	0	6	1	18	481
05:15 PM	13	220	1	3	237	0	0	0	1	1	5	208	7	0	220	21	5	11	4	41	499
05:30 PM	2	222	6	2	232	0	0	0	0	0	7	237	10	0	254	13	5	11	0	29	515
05:45 PM	4	179	2	0	185	0	0	0	0	0	0	231	5	0	236	7	5	11	4	27	448
Total	25	865	12	8	910	0	0	0	2	2	13	872	31	0	916	52	15	39	9	115	1943
06:00 PM	7	178	3	2	190	0	0	0	0	0	4	162	6	0	172	5	2	10	0	17	379
06:15 PM	9	146	3	0	158	0	0	0	1	1	4	187	5	0	196	11	1	2	0	14	369
06:30 PM	5	158	3	0	166	0	0	0	2	2	2	183	11	0	196	11	1	6	0	18	382
06:45 PM	4	175	5	0	184	0	0	0	1	1	6	164	5	1	176	3	1	3	2	9	370
Total	25	657	14	2	698	0	0	0	4	4	16	696	27	1	740	30	5	21	2	58	1500
Grand Total	341	7574	83	49	8047	0	0	0	32	32	101	7930	388	3	8422	350	58	256	42	706	17207
Apprch %	4.2	94.1	1	0.6	46.8	0	0	0	100	1.2	94.2	4.6	0	49.6	8.2	36.3	5.9	4.1			
Total %	2	44	0.5	0.3	46.8	0	0	0	0.2	0.6	46.1	2.3	0	48.9	2	0.3	1.5	0.2	4.1		

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File Name : 5-Main St. & Graves Ave._Airport Rd.
 Site Code :
 Start Date : 5/3/2017
 Page No : 2

	Main St Southbound				Graves Ave Westbound				Main St Northbound				Airport Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	2	145	3	150	0	0	0	0	4	130	5	139	4	1	2	7	296
11:15 AM	5	169	0	174	0	0	0	0	3	139	7	149	3	0	5	8	331
11:30 AM	8	164	2	174	0	0	0	0	1	138	10	149	10	1	4	15	338
11:45 AM	5	179	2	186	0	0	0	0	5	167	9	181	11	0	3	14	381
Total Volume	20	657	7	684	0	0	0	0	13	574	31	618	28	2	14	44	1346
% App. Total	2.9	96.1	1		0	0	0		2.1	92.9	5		63.6	4.5	31.8		
PHF	.625	.918	.583	.919	.000	.000	.000	.000	.650	.859	.775	.854	.636	.500	.700	.733	.883

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	14	187	0	201	0	0	0	0	2	209	22	233	8	3	12	23	457
05:00 PM	6	244	3	253	0	0	0	0	1	196	9	206	11	0	6	17	476
05:15 PM	13	220	1	234	0	0	0	0	5	208	7	220	21	5	11	37	491
05:30 PM	2	222	6	230	0	0	0	0	7	237	10	254	13	5	11	29	513
Total Volume	35	873	10	918	0	0	0	0	15	850	48	913	53	13	40	106	1937
% App. Total	3.8	95.1	1.1		0	0	0		1.6	93.1	5.3		50	12.3	37.7		
PHF	.625	.894	.417	.907	.000	.000	.000	.000	.536	.897	.545	.899	.631	.650	.833	.716	.944

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File Name : 5-Main St. & Graves Ave._Airport Rd.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Buses

Start Time	Main St Southbound					Graves Ave Westbound					Main St Northbound					Airport Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	11
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	7	0	0	7	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	22
08:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
08:45 AM	4	3	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
Total	4	7	0	0	11	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	22
09:00 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
09:15 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
09:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	1	9	0	0	10	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	18
10:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
10:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
10:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
11:15 AM	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	14
12:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
12:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
12:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
12:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	11	0	0	11	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	15
01:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
01:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
01:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
01:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
02:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
02:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
02:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	8	0	0	8	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	14
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
03:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5
03:30 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
03:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	1	7	0	0	8	0	0	0	0	0	0	5	1	0	5	1	0	0	0	1	14
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	1	4	0	0	5	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7
04:30 PM	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	5
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	2	8	0	0	10	1	0	0	0	0	1	5	0	0	5	0	0	0	0	0	16
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	16
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
06:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
06:30 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
06:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	15	0	0	15	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	19
Grand Total	8	99	0	0	107	1	0	0	0	1	0	80	2	0	82	1	0	0	0	1	191
Apprch %	7.5	92.5	0	0	100	0	0	0	0	0	0	97.6	2.4	0	100	0	0	0	0	0.5	
Total %	4.2	51.8	0	0	56	0.5	0	0	0	0.5	0	41.9	1	0	42.9	0.5	0	0	0	0.5	

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File Name : 5-Main St. & Graves Ave._Airport Rd.
Site Code :
Start Date : 5/3/2017
Page No : 2

	Main St Southbound				Graves Ave Westbound				Main St Northbound				Airport Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	1	0	1	0	0	0	0	0	2	1	3	0	0	0	0	4
08:45 AM	4	3	0	7	0	0	0	0	0	3	0	3	0	0	0	0	10
09:00 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
09:15 AM	1	2	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total Volume	5	10	0	15	0	0	0	0	0	8	1	9	0	0	0	0	24
% App. Total	33.3	66.7	0	0	0	0	0	0	0	88.9	11.1	0	0	0	0	0	
PHF	.313	.625	.000	.536	.000	.000	.000	.000	.000	.667	.250	.750	.000	.000	.000	.000	.600

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:45 PM

05:45 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
06:00 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
06:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
06:30 PM	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
Total Volume	0	14	0	14	0	0	0	0	0	6	0	6	0	0	0	0	20
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0	
PHF	.000	.700	.000	.700	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.714

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File Name : 5-Main St. & Graves Ave._Airport Rd.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Trucks

Start Time	Main St Southbound					Graves Ave Westbound					Main St Northbound					Airport Rd Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	0	0	1	0	0	11	
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8	
Total	0	7	0	0	7	0	0	0	0	0	0	22	0	0	22	0	0	1	0	1	30	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4	
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
08:30 AM	0	4	0	0	4	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	11	
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	1	0	0	0	0	5	
Total	0	5	0	0	5	0	0	0	0	0	0	14	1	0	15	1	0	1	0	2	22	
09:00 AM	1	3	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11	
09:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	6	
09:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
09:45 AM	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	8	
Total	1	11	0	0	12	0	0	0	0	0	0	14	1	0	15	1	0	0	0	0	28	
10:00 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	
10:15 AM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11	
10:30 AM	1	1	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8	
10:45 AM	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	7	
Total	1	14	0	0	15	0	0	0	0	0	0	18	1	0	19	0	0	0	0	0	34	
11:00 AM	0	5	0	0	5	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	10	
11:15 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	
11:30 AM	1	6	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9	
11:45 AM	1	7	0	0	8	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	10	
Total	2	21	0	0	23	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	36	
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7	
12:15 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11	
12:30 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9	
12:45 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	1	0	0	0	0	8	
Total	0	13	0	0	13	0	0	0	0	0	0	21	0	0	21	1	0	0	0	1	35	
01:00 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	
01:15 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	
01:30 PM	2	2	0	0	4	0	0	0	0	0	0	1	1	0	2	0	0	1	0	0	7	
01:45 PM	0	10	0	0	10	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	13	
Total	2	17	0	0	19	0	0	0	0	0	0	13	1	0	14	0	0	1	0	1	34	
02:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	5	
02:15 PM	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	13	
02:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
Total	0	15	0	0	15	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	24	
03:00 PM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11	
03:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
03:45 PM	0	8	0	0	8	0	0	0	0	0	0	1	3	1	5	0	0	0	0	0	13	
Total	0	18	0	0	18	0	0	0	0	0	0	1	11	1	0	13	0	0	0	0	0	31
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	
04:45 PM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	
Total	1	9	0	0	10	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	18	
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
05:15 PM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
Total	0	8	1	0	9	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	14	
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
06:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Total	1	3	0	0	4	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	6	
Grand Total	8	141	1	0	150	0	0	0	0	0	2	148	5	0	155	4	0	3	0	7	312	
Apprch %	5.3	94	0.7	0	48.1	0	0	0	0	0	1.3	95.5	3.2	0	57.1	0	42.9	0	0	2.2		
Total %	2.6	45.2	0.3	0	48.1	0	0	0	0	0	0.6	47.4	1.6	0	49.7	1.3	0	1	0	2.2		

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File Name : 5-Main St. & Graves Ave._Airport Rd.
Site Code :
Start Date : 5/3/2017
Page No : 2

	Main St Southbound				Graves Ave Westbound				Main St Northbound				Airport Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:15 AM																	
10:15 AM	0	8	0	8	0	0	0	0	0	3	0	3	0	0	0	0	11
10:30 AM	1	1	0	2	0	0	0	0	0	6	0	6	0	0	0	0	8
10:45 AM	0	2	0	2	0	0	0	0	0	4	1	5	0	0	0	0	7
11:00 AM	0	5	0	5	0	0	0	0	1	4	0	5	0	0	0	0	10
Total Volume	1	16	0	17	0	0	0	0	1	17	1	19	0	0	0	0	36
% App. Total	5.9	94.1	0	0	0	0	0	0	5.3	89.5	5.3	0	0	0	0	0	
PHF	.250	.500	.000	.531	.000	.000	.000	.000	.250	.708	.250	.792	.000	.000	.000	.000	.818

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:30 PM

01:30 PM	2	2	0	4	0	0	0	0	0	1	1	2	0	0	1	1	7
01:45 PM	0	10	0	10	0	0	0	0	0	3	0	3	0	0	0	0	13
02:00 PM	0	1	0	1	0	0	0	0	0	3	0	3	1	0	0	1	5
02:15 PM	0	9	0	9	0	0	0	0	0	4	0	4	0	0	0	0	13
Total Volume	2	22	0	24	0	0	0	0	0	11	1	12	1	0	1	2	38
% App. Total	8.3	91.7	0	0	0	0	0	0	91.7	8.3	0	50	0	0	50	0	
PHF	.250	.550	.000	.600	.000	.000	.000	.000	.688	.250	.750	.250	.000	.250	.500	.731	

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File Name : 5-Main St. & Graves Ave._Airport Rd.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Bicycles on Road

Start Time	Main St Southbound					Graves Ave Westbound					Main St Northbound					Airport Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	3
Total	0	3	0	0	3	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	6
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	3
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	5
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	1	0	0	0	1	1	0	0	0	0	2	0	0	0	0	4
Grand Total	0	8	1	0	9	1	2	0	0	3	2	9	3	0	14	1	2	3	0	6	32
Apprch %	0	88.9	11.1	0	33.3	66.7	0	0	0	14.3	64.3	21.4	0	0	0	16.7	33.3	50	0	0	18.8
Total %	0	25	3.1	0	28.1	3.1	6.2	0	0	9.4	6.2	28.1	9.4	0	43.8	3.1	6.2	9.4	0	0	5

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File Name : 5-Main St. & Graves Ave._Airport Rd.
Site Code :
Start Date : 5/3/2017
Page No : 2

	Main St Southbound				Graves Ave Westbound				Main St Northbound				Airport Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3
Total Volume	0	3	0	3	0	0	0	0	0	2	1	3	0	0	0	0	6
% App. Total	0	100	0	0	0	0	0	0	0	66.7	33.3	0	0	0	0	0	0
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.500

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
03:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	3	0	3	0	0	0	0	0	1	0	1	1	1	0	2	6
% App. Total	0	100	0	0	0	0	0	0	0	100	0	50	50	0	0	0	0
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.250	.250	.000	.250	.750

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File Name : 5-Main St. & Graves Ave._Airport Rd.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Bicycles on Crosswalk

Start Time	Main St Southbound					Graves Ave Westbound					Main St Northbound					Airport Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
11:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	5
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	3	3	0	0	7	7	7	0	0	0	1	1	0	0	0	9	9	20
Apprch %	0	0	0	100	100	0	0	100	100	100	0	0	0	100	100	0	0	0	100	100	45
Total %	0	0	0	15	15	0	0	35	35	35	0	0	0	5	5	0	0	0	45	45	

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File Name : 5-Main St. & Graves Ave._Airport Rd.
Site Code :
Start Date : 5/3/2017
Page No : 2

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour Analysis From 12:00 PM to 06:45 PM - PC

Peggy Malone & Associates, Inc.
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File Name : 5-Main St. & Graves Ave._Airport Rd.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Combined

Start Time	Main St Southbound					Graves Ave Westbound					Main St Northbound					Airport Rd Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	64	0	0	69	0	0	0	0	0	0	71	5	0	76	3	0	0	0	3	148
07:15 AM	6	70	0	0	76	0	0	0	3	3	2	123	10	1	136	4	0	2	0	6	221
07:30 AM	17	87	1	0	105	0	0	0	0	0	1	123	12	0	136	3	0	3	1	7	248
07:45 AM	11	95	2	0	108	0	0	0	1	1	2	194	17	0	213	2	0	2	1	5	327
Total	39	316	3	0	358	0	0	0	4	4	5	511	44	1	561	12	0	7	2	21	944
08:00 AM	9	85	0	1	95	0	0	0	0	0	1	134	16	0	151	4	0	1	0	5	251
08:15 AM	4	104	0	1	109	0	0	0	0	0	1	172	17	0	190	4	0	3	0	7	306
08:30 AM	16	79	1	0	96	0	0	0	0	0	1	169	8	0	178	5	0	1	0	6	280
08:45 AM	17	106	2	3	128	0	0	0	0	0	0	196	16	0	212	10	0	11	0	21	361
Total	46	374	3	5	428	0	0	0	0	0	3	671	57	0	731	23	0	16	0	39	1198
09:00 AM	15	150	1	0	166	0	0	0	2	2	0	165	11	0	176	7	3	8	1	19	363
09:15 AM	4	134	2	0	140	0	0	0	0	0	0	132	11	0	143	6	2	5	0	13	296
09:30 AM	8	117	0	1	126	0	0	0	0	0	0	162	5	0	167	3	0	6	0	9	302
09:45 AM	7	119	2	1	129	0	0	0	0	0	0	139	8	0	147	4	1	2	1	8	284
Total	34	520	5	2	561	0	0	0	2	2	0	598	35	0	633	20	6	21	2	49	1245
10:00 AM	10	119	0	0	129	0	0	0	1	1	3	142	4	0	149	7	1	6	0	14	293
10:15 AM	2	116	0	1	119	0	1	0	0	1	3	133	6	0	142	8	0	7	1	16	278
10:30 AM	5	126	0	0	131	0	0	0	3	3	1	146	3	0	150	6	0	6	0	12	296
10:45 AM	3	133	2	0	138	0	0	0	1	1	1	157	6	0	164	7	3	3	0	13	316
Total	20	494	2	1	517	0	1	0	5	6	8	578	19	0	605	28	4	22	1	55	1183
11:00 AM	2	150	3	1	156	0	0	0	1	1	5	136	5	0	146	4	1	2	1	8	311
11:15 AM	5	179	0	0	184	0	0	0	2	2	3	145	8	0	156	3	0	5	6	14	356
11:30 AM	9	171	2	0	182	0	1	0	0	1	1	141	10	0	152	10	1	4	3	18	353
11:45 AM	6	187	2	1	196	0	0	0	1	1	5	170	9	0	184	11	0	3	1	15	396
Total	22	687	7	2	718	0	1	0	4	5	14	592	32	0	638	28	2	14	11	55	1416
12:00 PM	10	193	2	1	206	0	0	0	1	1	1	163	11	0	175	11	1	7	1	20	402
12:15 PM	10	207	1	1	219	0	0	0	1	1	3	211	8	0	222	10	3	6	1	20	462
12:30 PM	6	212	0	0	218	0	0	0	1	1	2	179	7	0	188	8	0	6	0	14	421
12:45 PM	8	188	3	1	200	0	0	0	1	1	1	204	9	0	214	7	2	6	3	18	433
Total	34	800	6	3	843	0	0	0	4	4	7	757	35	0	799	36	6	25	5	72	1718
01:00 PM	4	150	0	0	154	0	0	0	2	2	1	195	7	0	203	9	0	4	0	13	372
01:15 PM	7	200	2	1	210	0	0	0	0	0	3	208	8	1	220	8	0	5	0	13	443
01:30 PM	4	185	5	0	194	0	0	0	0	0	0	186	9	0	195	6	3	7	0	16	405
01:45 PM	7	165	3	1	176	0	0	0	1	1	0	184	10	0	194	5	1	6	1	13	384
Total	22	700	10	2	734	0	0	0	3	3	4	773	34	1	812	28	4	22	1	55	1604
02:00 PM	4	162	0	0	166	0	0	0	0	0	2	191	4	0	197	11	0	4	1	16	379
02:15 PM	4	204	1	0	209	0	0	0	0	0	3	151	6	0	160	9	0	7	1	17	386
02:30 PM	6	200	2	1	209	0	0	0	2	2	3	180	5	1	189	10	0	4	1	15	415
02:45 PM	7	182	0	1	190	0	0	0	0	0	1	160	3	0	164	7	2	5	0	14	368
Total	21	748	3	2	774	0	0	0	2	2	9	682	18	1	710	37	2	20	3	62	1548
03:00 PM	4	204	2	4	214	0	0	0	1	1	1	161	4	0	166	5	1	4	5	15	396
03:15 PM	7	180	3	4	194	0	0	0	1	1	4	193	6	0	203	10	1	4	1	16	414
03:30 PM	9	206	3	3	221	0	0	0	1	1	0	159	5	0	164	9	2	2	2	15	401
03:45 PM	13	220	1	6	240	0	0	0	4	4	7	185	5	0	197	5	2	11	2	20	461
Total	33	810	9	17	869	0	0	0	7	7	12	698	20	0	730	29	6	21	10	66	1672
04:00 PM	6	200	5	0	211	0	0	0	0	0	7	162	10	0	179	7	2	11	1	21	411
04:15 PM	6	209	2	1	218	1	0	0	0	1	1	178	8	0	187	10	1	6	1	18	424
04:30 PM	8	216	3	2	229	0	0	0	1	1	3	164	6	0	173	8	4	4	1	17	420
04:45 PM	15	190	0	5	210	0	0	0	0	0	2	215	22	0	239	8	3	12	2	25	474
Total	35	815	10	8	868	1	0	0	1	2	13	719	46	0	778	33	10	33	5	81	1729
05:00 PM	6	246	3	3	258	0	0	0	1	1	1	199	9	0	209	11	0	6	1	18	486
05:15 PM	13	226	2	3	244	0	0	0	1	1	5	210	7	0	222	21	5	11	4	41	508
05:30 PM	2	225	6	2	235	0	0	0	0	0	7	241	10	0	258	13	5	12	0	30	523
05:45 PM	4	185	2	0	191	0	0	0	1	1	0	235	5	0	240	7	5	11	4	27	459
Total	25	882	13	8	928	0	0	0	3	3	13	885	31	0	929	52	15	40	9	116	1976
06:00 PM	7	181	3	2	193	0	0	0	0	0	4	163	6	0	173	5	2	10	0	17	383
06:15 PM	10	150	3	0	163	1	0	0	1	2	4	189	5	0	198	11	1	2	0	14	377
06:30 PM	5	163	3	0	171	0	0	0	2	2	3	187	11	0	201	11	1	6	0	18	392
06:45 PM	4	182	5	0	191	0	0	0	1	1	6	164	5	1	176	3	1	3	2	9	377
Total	26	676	14	2	718	1	0	0	4	5	17	703	27	1	748	30	5	21	2	58	1529
Grand Total	357	7822	85	52	8316	2	2	0	39	43	105	8167	398	4	8674	356	60	262	51	729	17762
Apprch %	4.3	94.1	1	0.6	46.8	4.7	4.7	0	90.7	0.2	1.2	94.2	4.6	0	48.8	8.2	35.9	7	4.1		
Total %	2	44	0.5	0.3		0	0	0	0.2	0.2	0.6	46	2.2	0	48.8	2	0.3	1.5	0.3		

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File Name : 5-Main St. & Graves Ave._Airport Rd.
 Site Code :
 Start Date : 5/3/2017
 Page No : 2

	Main St Southbound				Graves Ave Westbound				Main St Northbound				Airport Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	2	150	3	155	0	0	0	0	5	136	5	146	4	1	2	7	308
11:15 AM	5	179	0	184	0	0	0	0	3	145	8	156	3	0	5	8	348
11:30 AM	9	171	2	182	0	1	0	1	1	141	10	152	10	1	4	15	350
11:45 AM	6	187	2	195	0	0	0	0	5	170	9	184	11	0	3	14	393
Total Volume	22	687	7	716	0	1	0	1	14	592	32	638	28	2	14	44	1399
% App. Total	3.1	95.9	1		0	100	0		2.2	92.8	5		63.6	4.5	31.8		
PHF	.611	.918	.583	.918	.000	.250	.000	.250	.700	.871	.800	.867	.636	.500	.700	.733	.890

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	15	190	0	205	0	0	0	0	2	215	22	239	8	3	12	23	467
05:00 PM	6	246	3	255	0	0	0	0	1	199	9	209	11	0	6	17	481
05:15 PM	13	226	2	241	0	0	0	0	5	210	7	222	21	5	11	37	500
05:30 PM	2	225	6	233	0	0	0	0	7	241	10	258	13	5	12	30	521
Total Volume	36	887	11	934	0	0	0	0	15	865	48	928	53	13	41	107	1969
% App. Total	3.9	95	1.2		0	0	0		1.6	93.2	5.2		49.5	12.1	38.3		
PHF	.600	.901	.458	.916	.000	.000	.000	.000	.536	.897	.545	.899	.631	.650	.854	.723	.945

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File Name : 6-Church St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Cars

Start Time	Church St Southbound					Washington St Westbound					Church St Northbound					Washington St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	2	1	0	1	4	0	0	0	0	0	3	4	0	0	7	0	0	0	1	1	12
07:15 AM	2	0	0	0	2	0	2	0	0	2	0	5	2	0	7	0	0	0	2	2	13
07:30 AM	6	7	0	1	14	0	1	0	0	1	1	13	2	1	17	0	0	0	0	0	32
07:45 AM	6	16	0	1	23	0	7	0	0	7	2	12	1	1	16	0	1	1	2	4	50
Total	16	24	0	3	43	0	10	0	0	10	6	34	5	2	47	0	1	1	5	7	107
08:00 AM	3	11	0	1	15	0	1	0	1	2	0	9	1	1	11	1	2	0	1	4	32
08:15 AM	4	8	0	4	16	0	2	0	0	2	0	7	1	1	9	1	2	1	0	4	31
08:30 AM	8	16	3	0	27	0	5	1	0	6	0	7	5	0	12	0	1	5	0	6	51
08:45 AM	10	12	1	3	26	0	4	0	0	4	1	11	1	0	13	3	7	2	0	12	55
Total	25	47	4	8	84	0	12	1	1	14	1	34	8	2	45	5	12	8	1	26	169
09:00 AM	6	17	0	5	28	0	9	0	1	10	0	16	0	2	18	2	4	3	2	11	67
09:15 AM	7	18	1	4	30	0	5	0	2	7	0	8	2	0	10	0	1	5	0	6	53
09:30 AM	1	15	0	5	21	2	5	0	3	10	1	10	0	0	11	2	3	6	1	12	54
09:45 AM	5	14	0	1	20	0	2	0	0	2	2	10	1	0	13	1	2	2	0	5	40
Total	19	64	1	15	99	2	21	0	6	29	3	44	3	2	52	5	10	16	3	34	214
10:00 AM	3	8	0	3	14	0	2	0	0	2	1	11	0	0	12	0	2	5	0	7	35
10:15 AM	6	15	0	3	24	1	4	1	1	7	1	5	1	1	8	3	2	11	0	16	55
10:30 AM	3	6	0	5	14	0	3	0	0	3	2	11	0	1	14	3	2	6	1	12	43
10:45 AM	5	6	0	2	13	1	4	0	3	8	0	8	0	1	9	2	5	8	1	16	46
Total	17	35	0	13	65	2	13	1	4	20	4	35	1	3	43	8	11	30	2	51	179
11:00 AM	5	13	0	0	18	1	0	1	2	4	0	7	3	0	10	2	1	4	0	7	39
11:15 AM	4	16	0	2	22	0	0	0	0	0	1	14	0	0	15	2	5	4	0	11	48
11:30 AM	1	13	3	0	17	0	1	1	0	2	0	11	0	2	13	3	1	5	3	12	44
11:45 AM	3	26	1	5	35	2	2	0	0	4	0	10	2	1	13	2	4	6	0	12	64
Total	13	68	4	7	92	3	3	2	2	10	1	42	5	3	51	9	11	19	3	42	195
12:00 PM	8	20	0	3	31	0	3	1	0	4	2	13	1	0	16	4	2	6	2	14	65
12:15 PM	8	17	0	7	32	0	5	0	1	6	3	17	3	2	25	2	8	11	0	21	84
12:30 PM	5	13	1	1	20	2	8	2	2	14	0	14	1	0	15	3	1	9	2	15	64
12:45 PM	5	24	0	0	29	1	9	1	0	11	0	15	1	0	16	4	4	5	1	14	70
Total	26	74	1	11	112	3	25	4	3	35	5	59	6	2	72	13	15	31	5	64	283
01:00 PM	6	14	1	3	24	1	1	1	0	3	0	8	0	2	10	2	5	8	3	18	55
01:15 PM	2	14	1	4	21	0	5	1	0	6	0	21	1	0	22	3	4	5	2	14	63
01:30 PM	7	17	1	3	28	0	2	0	0	2	0	10	4	1	15	3	4	10	0	17	62
01:45 PM	4	21	0	0	25	3	2	1	0	6	0	14	1	0	15	3	3	8	1	15	61
Total	19	66	3	10	98	4	10	3	0	17	0	53	6	3	62	11	16	31	6	64	241
02:00 PM	4	14	1	1	20	0	3	0	0	3	0	14	0	0	14	2	2	10	0	14	51
02:15 PM	1	22	0	0	23	2	4	0	1	7	0	7	2	1	10	2	4	7	0	13	53
02:30 PM	2	19	0	1	22	0	4	1	5	10	1	9	1	1	12	2	3	8	2	15	59
02:45 PM	3	15	1	2	21	1	3	0	3	7	0	9	1	3	13	4	7	9	0	20	61
Total	10	70	2	4	86	3	14	1	9	27	1	39	4	5	49	10	16	34	2	62	224
03:00 PM	5	12	0	2	19	0	7	0	1	8	0	13	1	3	17	3	3	11	0	17	61
03:15 PM	3	19	1	0	23	0	2	0	1	3	0	11	4	1	16	4	8	14	0	26	68
03:30 PM	5	22	0	0	27	0	4	1	0	5	1	12	1	0	14	0	6	12	0	18	64
03:45 PM	5	37	0	2	44	0	3	1	0	4	1	13	0	0	14	1	8	10	2	21	83
Total	18	90	1	4	113	0	16	2	2	20	2	49	6	4	61	8	25	47	2	82	276
04:00 PM	2	18	2	5	27	0	3	0	0	3	0	12	1	4	17	5	4	10	1	20	67
04:15 PM	9	22	1	1	33	0	2	1	0	3	0	9	5	2	16	3	4	18	0	25	77
04:30 PM	6	19	3	6	34	2	6	2	0	10	2	13	0	1	16	3	3	23	0	29	89
04:45 PM	6	21	3	6	36	1	5	0	0	6	0	15	2	0	17	3	5	18	1	27	86
Total	23	80	9	18	130	3	16	3	0	22	2	49	8	7	66	14	16	69	2	101	319
05:00 PM	16	31	0	2	49	2	5	0	1	8	0	10	0	1	11	1	6	26	0	33	101
05:15 PM	12	29	2	4	47	2	1	0	4	7	1	16	1	0	18	3	4	16	1	24	96
05:30 PM	8	22	0	7	37	0	4	0	0	4	0	15	1	1	17	6	7	19	1	33	91
05:45 PM	8	19	1	3	31	0	6	0	0	6	0	23	1	3	27	7	9	8	5	29	93
Total	44	101	3	16	164	4	16	0	5	25	1	64	3	5	73	17	26	69	7	119	381
06:00 PM	9	26	1	5	41	0	2	3	0	5	0	24	0	1	25	8	3	22	0	33	104
06:15 PM	5	23	1	7	36	0	6	0	1	7	0	16	2	2	20	4	5	11	5	25	88
06:30 PM	14	22	1	5	42	0	4	0	0	4	0	16	2	0	18	4	8	14	4	30	94
06:45 PM	5	16	1	2	24	3	3	0	1	7	1	20	1	0	22	6	7	23	2	38	91
Total	33	87	4	19	143	3	15	3	2	23	1	76	5	3	85	22	23	70	11	126	377
Grand Total	263	806	32	128	1229	27	171	20	34	252	27	578	60	41	706	122	182	425	49	778	2965
Apprch %	21.4	65.6	2.6	10.4	41.5	10.7	67.9	7.9	13.5	8.5	3.8	81.9	8.5	5.8	23.8	15.7	23.4	54.6	6.3	26.2	
Total %	8.9	27.2	1.1	4.3		0.9	5.8	0.7	1.1	0.9	19.5	2	1.4	23.8	4.1	6.1	14.3	1.7	26.2		

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(888) 247-8602

File Name : 6-Church St and Washington St
 Site Code :
 Start Date : 5/2/2017
 Page No : 2

	Church St Southbound				Washington St Westbound				Church St Northbound				Washington St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:30 AM																		
08:30 AM	8	16	3	27		0	5	1	6	0	7	5	12	0	1	5	6	51
08:45 AM	10	12	1	23		0	4	0	4	1	11	1	13	3	7	2	12	52
09:00 AM	6	17	0	23		0	9	0	9	0	16	0	16	2	4	3	9	57
09:15 AM	7	18	1	26		0	5	0	5	0	8	2	10	0	1	5	6	47
Total Volume	31	63	5	99		0	23	1	24	1	42	8	51	5	13	15	33	207
% App. Total	31.3	63.6	5.1			0	95.8	4.2		2	82.4	15.7		15.2	39.4	45.5		
PHF	.775	.875	.417	.917		.000	.639	.250	.667	.250	.656	.400	.797	.417	.464	.750	.688	.908

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	12	29	2	43		2	1	0	3	1	16	1	18	3	4	16	23	87
05:30 PM	8	22	0	30		0	4	0	4	0	15	1	16	6	7	19	32	82
05:45 PM	8	19	1	28		0	6	0	6	0	23	1	24	7	9	8	24	82
06:00 PM	9	26	1	36		0	2	3	5	0	24	0	24	8	3	22	33	98
Total Volume	37	96	4	137		2	13	3	18	1	78	3	82	24	23	65	112	349
% App. Total	27	70.1	2.9			11.1	72.2	16.7		1.2	95.1	3.7		21.4	20.5	58		
PHF	.771	.828	.500	.797		.250	.542	.250	.750	.250	.813	.750	.854	.750	.639	.739	.848	.890

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File Name : 6-Church St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Buses

Start Time	Church St Southbound					Washington St Westbound					Church St Northbound					Washington St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100

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(888) 247-8602

File Name : 6-Church St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 2

	Church St Southbound				Washington St Westbound				Church St Northbound				Washington St Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour Analysis From 12:00 PM to 06:45 PM - PC

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 6-Church St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Trucks

Start Time	Church St Southbound					Washington St Westbound					Church St Northbound					Washington St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	1	0	0	0	0	4
10:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
10:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	1	0	0	3	0	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
01:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	4
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Grand Total	6	8	0	0	14	0	0	0	0	0	1	2	2	0	5	5	1	3	0	9	28
Apprch %	42.9	57.1	0	0	50	0	0	0	0	0	20	40	40	0	55.6	55.6	11.1	33.3	0	32.1	
Total %	21.4	28.6	0	0	50	0	0	0	0	0	3.6	7.1	7.1	0	17.9	17.9	3.6	10.7	0	32.1	

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 6-Church St and Washington St
 Site Code :
 Start Date : 5/2/2017
 Page No : 2

	Church St Southbound				Washington St Westbound				Church St Northbound				Washington St Eastbound				Int. Total
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	2	3
% App. Total	0	0	0	0	0	0	0	0	0	100	0	33.3	0	66.7	0	66.7	66.7
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.500	.750	.625

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:30 PM

12:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
01:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	1	2	0	3	0	0	0	0	0	0	0	0	1	0	1	2	5
% App. Total	33.3	66.7	0	0	0	0	0	0	0	50	0	50	0	50	0	50	50
PHF	.250	.500	.000	.750	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.750	.625

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 6-Church St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Bicycles on Road

Start Time	Church St Southbound					Washington St Westbound					Church St Northbound					Washington St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	4
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	3	3	0	0	6	0	1	0	0	1	0	1	0	0	1	8
10:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
10:45 AM	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4
Total	1	1	1	0	3	0	2	0	0	2	0	1	0	0	1	0	1	3	0	4	10
11:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	1	0	3
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
02:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	1	2
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
03:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	2
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	2	1	0	3	0	1	0	0	1	0	0	0	1	0	1	1	0	0	2	7
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	6
Grand Total	3	5	4	0	12	3	9	0	0	12	0	7	0	0	7	1	11	10	0	22	53
Apprch %	25	41.7	33.3	0	22.6	25	75	0	0	22.6	0	100	0	0	4.5	50	45.5	0	0	41.5	
Total %	5.7	9.4	7.5	0	5.7	17	0	0	0	13.2	0	0	0	0	13.2	1.9	20.8	18.9	0	41.5	

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(888) 247-8602

File Name : 6-Church St and Washington St
 Site Code :
 Start Date : 5/2/2017
 Page No : 2

	Church St Southbound				Washington St Westbound				Church St Northbound				Washington St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 09:30 AM																		
09:30 AM	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	4
09:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
10:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
Total Volume	1	0	0	1	2	2	0	4	0	1	0	1	0	0	2	2	4	10
% App. Total	100	0	0	50	.250	.250	.000	.250	0	100	0	0	0	50	50	50	50	
PHF	.250	.000	.000	.250	.250	.250	.000	.250	.000	.250	.000	.250	.000	.500	.250	.333	.625	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
04:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	2	1	3	0	1	0	1	0	1	0	1	1	1	1	0	2	7
% App. Total	0	66.7	33.3	0	0	100	0	0	0	100	0	0	50	50	0	0		
PHF	.000	.250	.250	.375	.000	.250	.000	.250	.000	.250	.000	.250	.000	.500	.250	.000	.500	.583

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File Name : 6-Church St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Bicycles on Crosswalk

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File Name : 6-Church St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 2

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour Analysis From 12:00 PM to 06:45 PM - PC

Peggy Malone & Associates, Inc.
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File Name : 6-Church St and Washington St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Combined

Start Time	Church St Southbound					Washington St Westbound					Church St Northbound					Washington St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	2	1	0	1	4	0	0	0	0	0	3	4	0	0	7	0	0	0	1	1	12
07:15 AM	2	0	0	0	2	0	2	0	0	2	0	5	2	0	7	0	0	0	2	2	13
07:30 AM	6	7	0	1	14	0	1	0	0	1	1	13	2	1	17	0	0	0	0	0	32
07:45 AM	6	17	0	1	24	0	7	0	0	7	2	12	1	1	16	0	2	1	2	5	52
Total	16	25	0	3	44	0	10	0	0	10	6	34	5	2	47	0	2	1	5	8	109
08:00 AM	3	11	0	1	15	0	1	0	1	2	0	9	1	1	11	1	2	0	1	4	32
08:15 AM	4	8	0	4	16	0	2	0	0	2	0	7	1	1	9	1	2	1	0	4	31
08:30 AM	8	16	3	0	27	0	5	1	0	6	0	7	5	0	12	0	1	6	0	7	52
08:45 AM	10	12	1	3	26	0	4	0	0	4	1	13	1	0	15	3	7	3	0	13	58
Total	25	47	4	8	84	0	12	1	1	14	1	36	8	2	47	5	12	10	1	28	173
09:00 AM	6	17	0	5	28	0	10	0	1	11	0	17	0	2	19	2	4	3	2	11	69
09:15 AM	7	18	1	4	30	1	5	0	2	8	0	9	2	0	11	1	1	5	0	7	56
09:30 AM	1	15	0	5	21	4	7	0	3	14	1	10	0	0	11	2	3	6	1	12	58
09:45 AM	5	14	0	1	20	0	2	0	0	2	3	11	1	0	15	1	3	2	0	6	43
Total	19	64	1	15	99	5	24	0	6	35	4	47	3	2	56	6	11	16	3	36	226
10:00 AM	5	8	0	3	16	0	2	0	0	2	1	11	0	0	12	0	2	5	0	7	37
10:15 AM	7	15	0	3	25	1	4	1	1	7	1	5	1	1	8	3	3	13	0	19	59
10:30 AM	3	7	0	5	15	0	3	0	0	3	2	11	0	1	14	4	2	7	1	14	46
10:45 AM	5	7	1	2	15	1	6	0	3	10	0	9	0	1	10	2	5	8	1	16	51
Total	20	37	1	13	71	2	15	1	4	22	4	36	1	3	44	9	12	33	2	56	193
11:00 AM	5	13	1	0	19	1	0	1	2	4	0	7	3	0	10	2	1	4	0	7	40
11:15 AM	5	16	0	2	23	0	0	0	0	0	1	14	0	0	15	2	5	4	0	11	49
11:30 AM	1	13	3	0	17	0	1	1	0	2	0	11	0	2	13	3	1	5	3	12	44
11:45 AM	3	26	1	5	35	2	2	0	0	4	0	10	2	1	13	4	4	6	0	14	66
Total	14	68	5	7	94	3	3	2	2	10	1	42	5	3	51	11	11	19	3	44	199
12:00 PM	8	21	0	3	32	0	3	1	0	4	2	13	2	0	17	4	3	6	2	15	68
12:15 PM	8	17	0	7	32	0	6	0	1	7	3	17	3	2	25	2	8	12	0	22	86
12:30 PM	5	14	1	1	21	2	8	2	2	14	0	14	1	0	15	3	1	9	2	15	65
12:45 PM	5	24	0	0	29	1	9	1	0	11	0	15	1	0	16	4	5	5	1	15	71
Total	26	76	1	11	114	3	26	4	3	36	5	59	7	2	73	13	17	32	5	67	290
01:00 PM	7	14	1	3	25	1	1	1	0	3	0	8	0	2	10	2	5	9	3	19	57
01:15 PM	2	15	1	4	22	0	5	1	0	6	0	21	1	0	22	4	4	5	2	15	65
01:30 PM	8	17	1	3	29	0	2	0	0	2	0	10	4	1	15	3	4	10	0	17	63
01:45 PM	4	21	0	0	25	3	2	1	0	6	0	14	1	0	15	3	3	8	1	15	61
Total	21	67	3	10	101	4	10	3	0	17	0	53	6	3	62	12	16	32	6	66	246
02:00 PM	4	14	1	1	20	0	3	0	0	3	0	14	0	0	14	2	2	11	0	15	52
02:15 PM	1	22	0	0	23	2	4	0	1	7	0	8	2	1	11	2	4	8	0	14	55
02:30 PM	2	19	0	1	22	0	4	1	5	10	1	9	1	1	12	2	3	8	2	15	59
02:45 PM	3	17	1	2	23	1	3	0	3	7	0	9	1	3	13	4	7	9	0	20	63
Total	10	72	2	4	88	3	14	1	9	27	1	40	4	5	50	10	16	36	2	64	229
03:00 PM	5	12	0	2	19	0	7	0	1	8	0	13	1	3	17	3	3	12	0	18	62
03:15 PM	5	19	1	0	25	0	3	0	1	4	0	11	4	1	16	4	8	14	0	26	71
03:30 PM	5	22	0	0	27	0	4	1	0	5	1	12	2	0	15	0	6	12	0	18	65
03:45 PM	5	38	0	2	45	0	3	1	0	4	1	13	0	0	14	1	8	10	2	21	84
Total	20	91	1	4	116	0	17	2	2	21	2	49	7	4	62	8	25	48	2	83	282
04:00 PM	2	18	2	5	27	0	3	0	0	3	0	13	1	4	18	5	4	10	1	20	68
04:15 PM	9	23	2	1	35	0	3	1	0	4	0	9	5	2	16	3	4	18	0	25	80
04:30 PM	6	21	3	6	36	2	6	2	0	10	2	13	0	1	16	3	4	23	0	30	92
04:45 PM	6	21	3	6	36	1	5	0	0	6	0	15	2	0	17	4	5	18	1	28	87
Total	23	83	10	18	134	3	17	3	0	23	2	50	8	7	67	15	17	69	2	103	327
05:00 PM	16	32	1	2	51	2	5	0	1	8	0	10	0	1	11	1	6	26	0	33	103
05:15 PM	12	29	2	4	47	2	1	0	4	7	1	17	1	0	19	3	5	16	1	25	98
05:30 PM	8	22	0	7	37	0	4	0	0	4	0	15	1	1	17	6	8	19	1	34	92
05:45 PM	8	19	1	3	31	0	6	0	0	6	0	23	1	3	27	7	10	8	5	30	94
Total	44	102	4	16	166	4	16	0	5	25	1	65	3	5	74	17	29	69	7	122	387
06:00 PM	10	26	1	5	42	0	2	3	0	5	0	24	0	1	25	8	4	24	0	36	108
06:15 PM	5	23	1	7	36	0	6	0	1	7	0	16	2	2	20	4	7	11	5	27	90
06:30 PM	14	22	1	5	42	0	5	0	0	5	0	16	2	0	18	4	8	14	4	30	95
06:45 PM	5	16	1	2	24	3	3	0	1	7	1	20	1	0	22	6	8	24	2	40	93
Total	34	87	4	19	144	3	16	3	2	24	1	76	5	3	85	22	27	73	11	133	386
Grand Total	272	819	36	128	1255	30	180	20	34	264	28	587	62	41	718	128	195	438	49	810	3047
Apprch %	21.7	65.3	2.9	10.2	41.2	11.4	68.2	7.6	12.9	8.7	3.9	81.8	8.6	5.7	15.8	15.8	24.1	54.1	6	26.6	
Total %	8.9	26.9	1.2	4.2		1	5.9	0.7	1.1	0.9	19.3	2	1.3	23.6	4.2	6.4	14.4	1.6			

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File Name : 6-Church St and Washington St
 Site Code :
 Start Date : 5/2/2017
 Page No : 2

	Church St Southbound				Washington St Westbound				Church St Northbound				Washington St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:30 AM																		
08:30 AM	8	16	3	27		0	5	1	6	0	7	5	12	0	1	6	7	52
08:45 AM	10	12	1	23		0	4	0	4	1	13	1	15	3	7	3	13	55
09:00 AM	6	17	0	23		0	10	0	10	0	17	0	17	2	4	3	9	59
09:15 AM	7	18	1	26		1	5	0	6	0	9	2	11	1	1	5	7	50
Total Volume	31	63	5	99		1	24	1	26	1	46	8	55	6	13	17	36	216
% App. Total	31.3	63.6	5.1			3.8	92.3	3.8		1.8	83.6	14.5		16.7	36.1	47.2		
PHF	.775	.875	.417	.917		.250	.600	.250	.650	.250	.676	.400	.809	.500	.464	.708	.692	.915

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	12	29	2	43		2	1	0	3	1	17	1	19	3	5	16	24	89
05:30 PM	8	22	0	30		0	4	0	4	0	15	1	16	6	8	19	33	83
05:45 PM	8	19	1	28		0	6	0	6	0	23	1	24	7	10	8	25	83
06:00 PM	10	26	1	37		0	2	3	5	0	24	0	24	8	4	24	36	102
Total Volume	38	96	4	138		2	13	3	18	1	79	3	83	24	27	67	118	357
% App. Total	27.5	69.6	2.9			11.1	72.2	16.7		1.2	95.2	3.6		20.3	22.9	56.8		
PHF	.792	.828	.500	.802		.250	.542	.250	.750	.250	.823	.750	.865	.750	.675	.698	.819	.875

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File Name : 7-Church St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Cars

Start Time	Church St Southbound					Clay St Westbound					Parking Lot Northbound					Clay St Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	1	0	0	0	1	2	12	1	0	15	0	1	0	3	4	0	8	4	3	15	35	
07:15 AM	1	0	0	0	1	6	23	0	0	29	0	0	1	1	2	0	4	3	1	8	40	
07:30 AM	4	1	2	0	7	10	32	0	0	42	0	0	1	0	1	4	9	4	1	18	68	
07:45 AM	15	1	3	2	21	11	33	1	0	45	0	0	0	4	4	4	11	8	9	32	102	
Total	21	2	5	2	30	29	100	2	0	131	0	1	2	8	11	8	32	19	14	73	245	
08:00 AM	9	0	1	0	10	7	43	0	0	50	0	0	0	0	0	1	25	6	0	32	92	
08:15 AM	8	0	1	0	9	3	29	1	0	33	0	0	0	4	4	2	12	5	1	20	66	
08:30 AM	13	1	1	0	15	9	40	0	0	49	0	0	0	3	3	1	7	3	2	13	80	
08:45 AM	16	0	2	0	18	5	29	0	0	34	0	0	0	3	3	2	20	11	1	34	89	
Total	46	1	5	0	52	24	141	1	0	166	0	0	0	10	10	6	64	25	4	99	327	
09:00 AM	11	2	5	0	18	8	41	0	2	51	0	0	0	1	1	1	11	9	3	24	94	
09:15 AM	15	2	2	0	19	9	36	1	0	46	0	0	0	1	1	2	8	4	0	14	80	
09:30 AM	9	1	4	0	14	5	18	0	0	23	0	0	0	1	1	2	8	8	1	19	57	
09:45 AM	13	0	1	0	14	3	17	0	0	20	0	0	0	0	0	1	7	9	0	17	51	
Total	48	5	12	0	65	25	112	1	2	140	0	0	0	3	3	6	34	30	4	74	282	
10:00 AM	9	0	4	0	13	5	19	0	0	24	0	0	0	0	0	0	11	7	0	18	55	
10:15 AM	15	0	3	0	18	4	17	0	0	21	0	0	0	0	0	0	17	3	0	20	59	
10:30 AM	5	1	2	0	8	4	27	0	0	31	0	0	0	0	0	0	14	9	1	24	63	
10:45 AM	8	0	2	3	13	2	20	0	0	22	0	0	1	1	2	1	18	7	0	26	63	
Total	37	1	11	3	52	15	83	0	0	98	0	0	1	1	2	1	60	26	1	88	240	
11:00 AM	12	1	2	1	16	4	24	0	1	29	0	0	0	5	5	0	18	6	0	24	74	
11:15 AM	13	1	5	0	19	4	20	0	0	24	0	0	1	1	2	1	16	6	1	24	69	
11:30 AM	9	0	5	0	14	5	21	0	0	26	0	0	1	0	1	1	16	5	1	23	64	
11:45 AM	19	2	6	2	29	4	18	0	0	22	0	0	0	3	3	2	9	9	3	23	77	
Total	53	4	18	3	78	17	83	0	1	101	0	0	2	9	11	4	59	26	5	94	284	
12:00 PM	20	1	5	1	27	8	21	0	0	29	0	0	0	0	0	0	17	10	1	28	84	
12:15 PM	16	0	2	1	19	6	16	0	0	22	0	1	1	0	2	2	17	16	2	37	80	
12:30 PM	14	0	5	0	19	2	22	0	0	24	0	1	1	3	5	1	27	13	7	48	96	
12:45 PM	17	4	5	0	26	5	28	0	0	33	0	0	0	5	5	3	23	9	6	41	105	
Total	67	5	17	2	91	21	87	0	0	108	0	2	2	8	12	6	84	48	16	154	365	
01:00 PM	18	1	3	2	24	3	23	0	0	26	0	1	1	2	4	4	18	6	5	33	87	
01:15 PM	11	0	6	0	17	7	18	1	1	27	1	1	0	1	3	3	21	17	6	47	94	
01:30 PM	15	1	2	0	18	7	23	0	0	30	0	0	1	1	1	1	20	7	2	30	79	
01:45 PM	21	0	4	0	25	6	21	1	3	31	0	0	0	6	6	1	19	8	3	31	93	
Total	65	2	15	2	84	23	85	2	4	114	1	2	1	10	14	9	78	38	16	141	353	
02:00 PM	12	0	6	1	19	1	16	0	0	17	0	0	0	0	0	0	16	10	0	26	62	
02:15 PM	17	0	4	0	21	2	18	0	1	21	0	0	1	1	2	0	15	7	0	22	66	
02:30 PM	17	0	7	0	24	3	18	1	0	22	0	0	0	2	2	0	26	6	2	34	82	
02:45 PM	11	0	6	0	17	3	14	0	0	17	0	0	0	2	2	0	24	6	0	30	66	
Total	57	0	23	1	81	9	66	1	1	77	0	0	1	5	6	0	81	29	2	112	276	
03:00 PM	12	0	7	1	20	2	30	0	0	32	0	0	0	0	0	1	24	8	0	33	85	
03:15 PM	14	0	4	0	18	4	29	0	0	33	0	0	0	0	0	0	31	12	0	43	94	
03:30 PM	19	0	4	2	25	1	19	0	0	20	0	0	0	0	0	1	28	14	8	51	96	
03:45 PM	29	1	5	0	35	7	11	1	1	20	0	0	0	0	0	1	25	8	0	34	89	
Total	74	1	20	3	98	14	89	1	1	105	0	0	0	0	0	3	108	42	8	161	364	
04:00 PM	16	2	7	1	26	3	30	0	0	33	1	0	0	4	5	6	27	10	1	44	108	
04:15 PM	21	1	2	1	25	5	24	0	3	32	1	1	1	7	10	5	26	9	1	41	108	
04:30 PM	18	0	6	0	24	6	20	1	0	27	0	0	0	0	0	1	26	8	1	36	87	
04:45 PM	17	1	8	3	29	5	23	1	0	29	0	0	1	0	1	2	34	10	7	53	112	
Total	72	4	23	5	104	19	97	2	3	121	2	1	2	11	16	14	113	37	10	174	415	
05:00 PM	31	2	4	3	40	2	28	1	0	31	0	1	1	0	2	1	22	8	6	37	110	
05:15 PM	20	1	5	0	26	5	20	0	0	25	0	1	1	0	2	2	34	12	4	52	105	
05:30 PM	16	2	9	1	28	4	21	0	1	26	0	3	2	7	12	4	30	10	9	53	119	
05:45 PM	18	2	8	1	29	6	32	0	0	38	0	1	1	3	3	3	21	12	7	43	113	
Total	85	7	26	5	123	17	101	1	1	120	0	6	5	8	19	10	107	42	26	185	447	
06:00 PM	26	3	7	0	36	4	20	0	1	25	0	0	0	5	5	1	33	20	6	60	126	
06:15 PM	19	3	5	0	27	8	20	1	2	31	0	1	2	10	13	2	39	9	1	51	122	
06:30 PM	16	1	7	2	26	3	14	0	2	19	1	0	0	0	1	1	18	15	1	35	81	
06:45 PM	10	1	10	0	21	5	24	1	0	30	0	1	0	4	5	4	32	17	4	57	113	
Total	71	8	29	2	110	20	78	2	5	105	1	2	2	19	24	8	122	61	12	203	442	
Grand Total	696	40	204	28	968	233	1122	13	18	1386	4	14	18	92	128	75	942	423	118	1558	4040	
Apprch %	71.9	4.1	21.1	2.9		16.8	81	0.9	1.3		3.1	10.9	14.1	71.9		4.8	60.5	27.2	7.6			
Total %	17.2	1	5	0.7		24	5.8	27.8	0.3	0.4		0.1	0.3	0.4	2.3	3.2	1.9	23.3	10.5	2.9	38.6	

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File Name : 7-Church St and Clay St
 Site Code :
 Start Date : 5/2/2017
 Page No : 2

	Church St Southbound					Clay St Westbound					Parking Lot Northbound					Clay St Eastbound				
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 08:30 AM																				
08:30 AM	13	1	1	15		9	40	0	49	0	0	0	0	1	7	3	11	75		
08:45 AM	16	0	2	18		5	29	0	34	0	0	0	0	2	20	11	33	85		
09:00 AM	11	2	5	18		8	41	0	49	0	0	0	0	1	11	9	21	88		
09:15 AM	15	2	2	19		9	36	1	46	0	0	0	0	2	8	4	14	79		
Total Volume	55	5	10	70		31	146	1	178	0	0	0	0	6	46	27	79	327		
% App. Total	78.6	7.1	14.3			17.4	82	0.6		0	0	0	0	7.6	58.2	34.2				
PHF	.859	.625	.500	.921		.861	.890	.250	.908	.000	.000	.000	.000	.750	.575	.614	.598	.929		

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:30 PM

05:30 PM	16	2	9	27		4	21	0	25	0	3	2	5	4	30	10	44	101
05:45 PM	18	2	8	28		6	32	0	38	0	1	1	2	3	21	12	36	104
06:00 PM	26	3	7	36		4	20	0	24	0	0	0	0	1	33	20	54	114
06:15 PM	19	3	5	27		8	20	1	29	0	1	2	3	2	39	9	50	109
Total Volume	79	10	29	118		22	93	1	116	0	5	5	10	10	123	51	184	428
% App. Total	66.9	8.5	24.6			19	80.2	0.9		0	50	50	0	5.4	66.8	27.7		
PHF	.760	.833	.806	.819		.688	.727	.250	.763	.000	.417	.625	.500	.625	.788	.638	.852	.939

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 7-Church St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Buses

Start Time	Church St Southbound					Clay St Westbound					Parking Lot Northbound					Clay St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	0	2	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	3	0	1	0	4	9
Apprch %	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	75	0	25	0	0	44.4
Total %	0	0	0	0	0	0	0	55.6	0	0	55.6	0	0	0	0	33.3	0	11.1	0	0	44.4

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File Name : 7-Church St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 2

	Church St Southbound				Clay St Westbound				Parking Lot Northbound				Clay St Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2	3
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	50	0	50	0	0
PHF	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500	.375

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour Analysis From 12:00 PM to 03:45 PM - PC

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File Name : 7-Church St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Trucks

Start Time	Church St Southbound					Clay St Westbound					Parking Lot Northbound					Clay St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	2
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
09:15 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	3
09:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	8
10:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
10:45 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	1	0	3	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	1
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
11:45 AM	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
Total	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	0	0	2	0	0	10
12:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
12:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	0	2	1	0	3
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
01:15 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	2	3
03:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1
03:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	2	0	3
04:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	4
05:00 PM	1	0	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	5
06:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
Grand Total	9	0	6	0	15	0	25	0	0	25	0	0	0	0	0	0	15	3	0	18	58
Apprch %	60	0	40	0	0	0	100	0	0	0	0	0	0	0	0	0	83.3	16.7	0	0	
Total %	15.5	0	10.3	0	25.9	0	43.1	0	0	43.1	0	0	0	0	0	0	25.9	5.2	0	0	31

Peggy Malone & Associates, Inc.
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File Name : 7-Church St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 2

	Church St Southbound				Clay St Westbound				Parking Lot Northbound				Clay St Eastbound				Int. Total
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2
11:45 AM	1	0	1	2	0	4	0	4	0	0	0	0	0	0	0	0	6
Total Volume	1	0	1	2	0	6	0	6	0	0	0	0	0	2	0	2	10
% App. Total	50	0	50	0	0	100	0	0	0	0	0	0	0	100	0	0	0
PHF	.250	.000	.250	.250	.000	.375	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.417

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
12:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
12:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Total Volume	0	0	2	2	0	3	0	3	0	0	0	0	0	2	1	3	8
% App. Total	0	0	100	0	0	100	0	0	0	0	0	0	0	66.7	33.3	0	0
PHF	.000	.000	.500	.500	.000	.750	.000	.750	.000	.000	.000	.000	.000	.250	.250	.375	.500

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File Name : 7-Church St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Bicycles on Road

Start Time	Church St Southbound					Clay St Westbound					Parking Lot Northbound					Clay St Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	3
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	2	5
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
01:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	2	3
02:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
03:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	2	0	2	0	0	1	0	0	1	0	0	0	1	0	1	0	0	3	7
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3
06:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
Grand Total	1	0	2	0	3	3	12	0	0	15	0	1	0	0	1	1	7	6	0	14	33
Apprch %	33.3	0	66.7	0	20	80	0	0	0	45.5	0	100	0	0	3	7.1	50	42.9	0	42.4	
Total %	3	0	6.1	0	9.1	9.1	36.4	0	0	45.5	0	3	0	0	3	3	21.2	18.2	0	42.4	

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File Name : 7-Church St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 2

	Church St Southbound				Clay St Westbound				Parking Lot Northbound				Clay St Eastbound				Int. Total
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	5
% App. Total	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.000	.000	.625

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	0	1	1	0	1	4										
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total Volume	0	0	2	2	0	1	0	1	0	1	0	1	0	3	1	4	8
% App. Total	0	0	100	100	0	100	0	100	0	100	0	100	0	75	25		
PHF	.000	.000	.500	.500	.000	.250	.000	.250	.000	.250	.000	.250	.000	.750	.250	.500	.500

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File Name : 7-Church St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Bicycles on Crosswalk

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File Name : 7-Church St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 2

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour Analysis From 12:00 PM to 06:45 PM - PC

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File Name : 7-Church St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 1

Groups Printed- Combined

	Church St Southbound					Clay St Westbound					Parking Lot Northbound					Clay St Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	0	0	1	2	12	1	0	15	0	1	0	3	4	1	8	4	3	16	36
07:15 AM	1	0	0	0	1	6	23	0	0	29	0	0	1	1	2	0	4	3	1	8	40
07:30 AM	4	1	2	0	7	10	33	0	1	44	0	0	1	0	1	4	10	4	1	19	71
07:45 AM	15	1	3	2	21	11	36	1	0	48	0	0	0	4	4	4	11	8	9	32	105
Total	21	2	5	2	30	29	104	2	1	136	0	1	2	8	11	9	33	19	14	75	252
08:00 AM	9	0	1	0	10	7	45	0	0	52	0	0	0	0	0	1	25	6	0	32	94
08:15 AM	8	0	1	0	9	3	30	1	0	34	0	0	0	4	4	2	12	5	1	20	67
08:30 AM	13	1	1	0	15	9	40	0	0	49	0	0	0	3	3	1	7	3	2	13	80
08:45 AM	16	0	2	0	18	5	31	0	0	36	0	0	0	3	3	2	21	13	1	37	94
Total	46	1	5	0	52	24	146	1	0	171	0	0	0	10	10	6	65	27	4	102	335
09:00 AM	11	2	5	0	18	8	41	0	2	51	0	0	0	1	1	1	13	9	3	26	96
09:15 AM	15	2	3	0	20	9	38	1	0	48	0	0	0	1	1	3	9	4	0	16	85
09:30 AM	9	1	4	0	14	5	19	0	0	24	0	0	0	1	1	2	9	8	1	20	59
09:45 AM	13	0	1	0	14	4	18	0	0	22	0	0	0	0	0	1	8	10	0	19	55
Total	48	5	13	0	66	26	116	1	2	145	0	0	0	3	3	7	39	31	4	81	295
10:00 AM	9	0	4	0	13	5	20	0	0	25	0	0	0	0	0	0	11	7	0	18	56
10:15 AM	15	0	3	0	18	4	18	0	0	22	0	0	0	0	0	0	17	3	0	20	60
10:30 AM	6	1	2	0	9	4	27	0	0	31	0	0	0	0	0	0	15	9	1	25	65
10:45 AM	9	0	3	3	15	3	20	0	0	23	0	0	1	1	2	1	18	7	0	26	66
Total	39	1	12	3	55	16	85	0	0	101	0	0	1	1	2	1	61	26	1	89	247
11:00 AM	12	1	2	1	16	4	26	0	1	31	0	0	0	5	5	1	18	6	0	25	77
11:15 AM	13	1	5	0	19	4	20	0	0	24	0	0	1	1	2	1	17	6	1	25	70
11:30 AM	9	0	5	0	14	5	22	0	0	27	0	0	1	0	1	1	17	5	1	24	66
11:45 AM	20	2	7	2	31	4	22	0	0	26	0	0	0	3	3	2	9	9	3	23	83
Total	54	4	19	3	80	17	90	0	1	108	0	0	2	9	11	5	61	26	5	97	296
12:00 PM	20	1	6	1	28	8	21	0	0	29	0	0	0	0	0	0	17	11	1	29	86
12:15 PM	16	0	3	1	20	6	17	0	0	23	0	1	1	0	2	2	19	16	2	39	84
12:30 PM	14	0	5	0	19	2	23	0	0	25	0	1	1	3	5	1	27	13	7	48	97
12:45 PM	17	4	5	0	26	5	29	0	0	34	0	0	0	5	5	3	24	9	6	42	107
Total	67	5	19	2	93	21	90	0	0	111	0	2	2	8	12	6	87	49	16	158	374
01:00 PM	18	1	3	2	24	4	23	0	0	27	0	1	1	2	4	4	20	6	5	35	90
01:15 PM	12	0	7	0	19	7	19	1	1	28	1	1	0	1	3	3	21	17	6	47	97
01:30 PM	15	1	2	0	18	7	24	0	0	31	0	0	1	1	1	1	20	7	2	30	80
01:45 PM	21	0	4	0	25	6	21	1	3	31	0	0	0	6	6	1	19	9	3	32	94
Total	66	2	16	2	86	24	87	2	4	117	1	2	1	10	14	9	80	39	16	144	361
02:00 PM	12	0	6	1	19	1	17	0	0	18	0	0	0	0	0	0	16	10	0	26	63
02:15 PM	17	0	4	0	21	2	18	0	1	21	0	0	1	1	2	0	15	8	0	23	67
02:30 PM	18	0	7	0	25	3	18	1	0	22	0	0	0	2	2	0	26	6	2	34	83
02:45 PM	12	0	6	0	18	3	14	0	0	17	0	0	0	2	2	0	24	6	0	30	67
Total	59	0	23	1	83	9	67	1	1	78	0	0	1	5	6	0	81	30	2	113	280
03:00 PM	12	0	7	2	21	2	31	0	0	33	0	0	0	0	0	1	24	8	0	33	87
03:15 PM	14	0	4	0	18	4	30	0	0	34	0	0	0	0	0	0	32	13	0	45	97
03:30 PM	19	0	4	2	25	1	21	0	0	22	0	0	0	0	0	1	28	15	8	52	99
03:45 PM	30	1	5	0	36	7	11	1	1	20	0	0	0	0	0	2	25	8	0	35	91
Total	75	1	20	4	100	14	93	1	1	109	0	0	0	0	0	4	109	44	8	165	374
04:00 PM	16	2	7	1	26	3	31	0	0	34	1	0	0	4	5	6	27	11	1	45	110
04:15 PM	22	1	2	1	26	5	27	0	3	35	1	1	1	7	10	5	26	9	1	41	112
04:30 PM	18	0	7	0	25	6	21	1	0	28	0	1	0	0	1	1	27	8	1	37	91
04:45 PM	17	1	9	3	30	5	23	1	0	29	0	0	1	0	1	2	35	10	7	54	114
Total	73	4	25	5	107	19	102	2	3	126	2	2	2	11	17	14	115	38	10	177	427
05:00 PM	32	2	4	3	41	2	30	1	0	33	0	1	1	0	2	1	22	8	6	37	113
05:15 PM	20	1	5	0	26	5	20	0	0	25	0	1	1	0	2	2	36	13	4	55	108
05:30 PM	16	2	9	1	28	4	22	0	1	27	0	3	2	7	12	4	30	10	9	53	120
05:45 PM	19	2	8	1	30	6	32	0	0	38	0	1	1	3	3	3	22	12	7	44	115
Total	87	7	26	5	125	17	104	1	1	123	0	6	5	8	19	10	110	43	26	189	456
06:00 PM	26	3	7	0	36	4	22	0	1	27	0	0	0	5	5	1	33	20	6	60	128
06:15 PM	19	3	5	0	27	8	20	1	2	31	0	1	2	10	13	2	39	9	1	51	122
06:30 PM	16	1	7	2	26	3	14	0	2	19	1	0	0	1	1	1	19	15	1	36	82
06:45 PM	10	1	10	0	21	5	24	1	0	30	0	1	0	4	5	4	32	17	4	57	113
Total	71	8	29	2	110	20	80	2	5	107	1	2	2	19	24	8	123	61	12	204	445
Grand Total	706	40	212	29	987	236	1164	13	19	1432	4	15	18	92	129	79	964	433	118	1594	4142
Approch %	71.5	4.1	21.5	2.9		16.5	81.3	0.9	1.3		3.1	11.6	14	71.3		5	60.5	27.2	7.4		
Total %	17	1	5.1	0.7	23.8	5.7	28.1	0.3	0.5	34.6	0.1	0.4	0.4	2.2	3.1	1.9	23.3	10.5	2.8	38.5	

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File Name : 7-Church St and Clay St
Site Code :
Start Date : 5/2/2017
Page No : 2

	Church St Southbound					Clay St Westbound					Parking Lot Northbound					Clay St Eastbound				
	Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 08:30 AM																				
08:30 AM	13	1	1	15	9	40	0	49	0	0	0	0	1	7	3	11	75			
08:45 AM	16	0	2	18	5	31	0	36	0	0	0	0	2	21	13	36	90			
09:00 AM	11	2	5	18	8	41	0	49	0	0	0	0	1	13	9	23	90			
09:15 AM	15	2	3	20	9	38	1	48	0	0	0	0	3	9	4	16	84			
Total Volume	55	5	11	71	31	150	1	182	0	0	0	0	7	50	29	86	339			
% App. Total	77.5	7	15.5		17	82.4	0.5		0	0	0	0	8.1	58.1	33.7					
PHF	.859	.625	.550	.888	.861	.915	.250	.929	.000	.000	.000	.000	.583	.595	.558	.597	.942			

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:30 PM

05:30 PM	16	2	9	27	4	22	0	26	0	3	2	5	4	30	10	44	102
05:45 PM	19	2	8	29	6	32	0	38	0	1	1	2	3	22	12	37	106
06:00 PM	26	3	7	36	4	22	0	26	0	0	0	0	1	33	20	54	116
06:15 PM	19	3	5	27	8	20	1	29	0	1	2	3	2	39	9	50	109
Total Volume	80	10	29	119	22	96	1	119	0	5	5	10	10	124	51	185	433
% App. Total	67.2	8.4	24.4		18.5	80.7	0.8		0	50	50		5.4	67	27.6		
PHF	.769	.833	.806	.826	.688	.750	.250	.783	.000	.417	.625	.500	.625	.795	.638	.856	.933

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File Name : 8-Palmer Dr. & Eheart St.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Cars

Start Time	Eheart St Westbound				Palmer Dr Northbound				Eheart St Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	7	1	0	8	0	3	0	3	2	2	0	4	15
07:15 AM	4	2	0	6	1	5	0	6	1	2	1	4	16
07:30 AM	7	6	0	13	1	3	0	4	1	6	0	7	24
07:45 AM	5	6	0	11	5	6	0	11	0	7	0	7	29
Total	23	15	0	38	7	17	0	24	4	17	1	22	84
08:00 AM	2	2	0	4	3	6	0	9	0	6	0	6	19
08:15 AM	3	2	0	5	2	3	0	5	0	1	2	3	13
08:30 AM	3	4	0	7	3	10	0	13	2	2	2	6	26
08:45 AM	3	3	0	6	1	11	1	13	0	0	2	2	21
Total	11	11	0	22	9	30	1	40	2	9	6	17	79
09:00 AM	4	4	0	8	7	4	0	11	0	7	2	9	28
09:15 AM	3	3	0	6	2	4	1	7	1	2	1	4	17
09:30 AM	6	2	0	8	1	8	0	9	0	3	0	3	20
09:45 AM	6	4	0	10	3	1	0	4	1	6	0	7	21
Total	19	13	0	32	13	17	1	31	2	18	3	23	86
10:00 AM	0	0	1	1	2	4	0	6	2	3	0	5	12
10:15 AM	3	3	0	6	7	4	0	11	2	5	0	7	24
10:30 AM	1	3	0	4	3	5	0	8	1	5	0	6	18
10:45 AM	7	2	0	9	1	4	0	5	1	2	0	3	17
Total	11	8	1	20	13	17	0	30	6	15	0	21	71
11:00 AM	1	4	2	7	2	7	0	9	3	6	0	9	25
11:15 AM	2	2	0	4	2	5	0	7	1	5	0	6	17
11:30 AM	2	3	0	5	6	5	0	11	0	6	1	7	23
11:45 AM	4	1	2	7	3	5	0	8	1	2	1	4	19
Total	9	10	4	23	13	22	0	35	5	19	2	26	84
12:00 PM	4	9	0	13	4	3	0	7	2	8	0	10	30
12:15 PM	5	2	0	7	8	7	0	15	0	11	1	12	34
12:30 PM	4	3	0	7	6	4	0	10	3	2	1	6	23
12:45 PM	1	5	0	6	6	6	0	12	4	6	1	11	29
Total	14	19	0	33	24	20	0	44	9	27	3	39	116
01:00 PM	6	4	0	10	2	6	0	8	5	5	0	10	28
01:15 PM	6	3	0	9	8	2	0	10	2	12	2	16	35
01:30 PM	0	4	0	4	4	1	0	5	4	9	1	14	23
01:45 PM	1	5	0	6	6	2	0	8	0	3	0	3	17
Total	13	16	0	29	20	11	0	31	11	29	3	43	103
02:00 PM	2	4	0	6	3	2	0	5	0	2	1	3	14
02:15 PM	1	4	0	5	9	8	0	17	1	3	0	4	26
02:30 PM	4	5	0	9	7	7	1	15	1	3	0	4	28
02:45 PM	6	6	0	12	3	2	0	5	2	5	1	8	25
Total	13	19	0	32	22	19	1	42	4	13	2	19	93
03:00 PM	4	7	0	11	9	4	0	13	1	11	2	14	38
03:15 PM	2	6	0	8	13	4	0	17	0	10	0	10	35
03:30 PM	5	7	0	12	4	5	0	9	3	7	0	10	31
03:45 PM	1	4	0	5	5	6	0	11	1	8	0	9	25
Total	12	24	0	36	31	19	0	50	5	36	2	43	129
04:00 PM	5	3	0	8	8	6	0	14	2	10	4	16	38
04:15 PM	1	5	0	6	5	9	0	14	2	7	1	10	30
04:30 PM	2	6	0	8	11	5	0	16	0	8	1	9	33
04:45 PM	1	9	0	10	11	7	0	18	3	12	2	17	45
Total	9	23	0	32	35	27	0	62	7	37	8	52	146
05:00 PM	3	10	0	13	11	7	0	18	0	8	0	8	39
05:15 PM	1	11	0	12	8	6	0	14	5	14	1	20	46
05:30 PM	2	7	0	9	18	3	0	21	5	12	1	18	48
05:45 PM	3	6	0	9	12	3	0	15	7	17	3	27	51
Total	9	34	0	43	49	19	0	68	17	51	5	73	184
06:00 PM	0	3	0	3	8	3	0	11	10	9	2	21	35
06:15 PM	2	2	0	4	4	1	0	5	0	6	1	7	16
06:30 PM	4	3	0	7	4	8	2	14	0	4	3	7	28
06:45 PM	3	7	0	10	9	6	1	16	7	4	0	11	37
Total	9	15	0	24	25	18	3	46	17	23	6	46	116
Grand Total	152	207	5	364	261	236	6	503	89	294	41	424	1291
Apprch %	41.8	56.9	1.4		51.9	46.9	1.2		21	69.3	9.7		
Total %	11.8	16	0.4	28.2	20.2	18.3	0.5	39	6.9	22.8	3.2		32.8

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(888) 247-8602

File Name : 8-Palmer Dr. & Eheart St.
 Site Code :
 Start Date : 5/3/2017
 Page No : 2

	Eheart St Westbound			Palmer Dr Northbound			Eheart St Eastbound			Int. Total	
	Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	4	2	6		1	5	6	1	2	3	15
07:30 AM	7	6	13		1	3	4	1	6	7	24
07:45 AM	5	6	11		5	6	11	0	7	7	29
08:00 AM	2	2	4		3	6	9	0	6	6	19
Total Volume	18	16	34		10	20	30	2	21	23	87
% App. Total	52.9	47.1			33.3	66.7		8.7	91.3		
PHF	.643	.667	.654		.500	.833	.682	.500	.750	.821	.750

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	3	10	13		11	7	18	0	8	8	39
05:15 PM	1	11	12		8	6	14	5	14	19	45
05:30 PM	2	7	9		18	3	21	5	12	17	47
05:45 PM	3	6	9		12	3	15	7	17	24	48
Total Volume	9	34	43		49	19	68	17	51	68	179
% App. Total	20.9	79.1			72.1	27.9		25	75		
PHF	.750	.773	.827		.681	.679	.810	.607	.750	.708	.932

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File Name : 8-Palmer Dr. & Eheart St.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Buses

Start Time	Eheart St Westbound				Palmer Dr Northbound				Eheart St Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
Total	0	0	0	0	2	0	0	2	0	0	0	0	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
03:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	2	3	0	0	3	0	0	0	0	5
Apprch %	0	100	0	100	0	0	0	0	0	0	0	0	0
Total %	0	40	0	40	60	0	0	60	0	0	0	0	0

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(888) 247-8602

File Name : 8-Palmer Dr. & Eheart St.
Site Code :
Start Date : 5/3/2017
Page No : 2

	Eheart St Westbound			Palmer Dr Northbound			Eheart St Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 09:00 AM										
09:00 AM	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	2	0	2	0	0	0	2
Total Volume	0	0	0	2	0	2	0	0	0	2
% App. Total	0	0	100	0	0	0	0	0	0	0
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour Analysis From 12:00 PM to 02:45 PM - Tuesday

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File Name : 8-Palmer Dr. & Eheart St.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Trucks

Start Time	Eheart St Westbound				Palmer Dr Northbound				Eheart St Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	3	0	0	0	0	0	0	0	0	3
09:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
09:15 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	2	0	0	0	0	0	2	0	2	4
10:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
10:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	3	0	0	3	0	0	0	0	0	1	0	1	4
11:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
11:45 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
Total	2	2	0	4	0	0	0	0	0	0	0	0	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
02:30 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
02:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	2	0	0	0	2	0	1	0	5
03:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	2
03:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	1	0	0	0	1	0	1	0	4
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	1	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	10	9	0	19	3	2	0	5	0	6	0	6	30
Apprch %	52.6	47.4	0	63.3	60	40	0	16.7	0	100	0	20	
Total %	33.3	30	0		10	6.7	0		0	20	0	20	

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 8-Palmer Dr. & Eheart St.
 Site Code :
 Start Date : 5/3/2017
 Page No : 2

	Eheart St Westbound			Palmer Dr Northbound			Eheart St Eastbound			Int. Total
	Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:30 AM										
08:30 AM	2	0	2		0	0	0	0	0	0
08:45 AM	0	0	0		0	0	0	0	0	0
09:00 AM	0	0	0		0	0	0	0	0	0
09:15 AM	1	1	2		0	0	0	0	0	0
Total Volume	3	1	4		0	0	0	0	2	2
% App. Total	75	25			0	0	0	0	100	
PHF	.375	.250	.500		.000	.000	.000	.000	.250	.750

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:15 PM

02:15 PM	0	0	0		0	0	0	0	1	1	1
02:30 PM	0	1	1		1	0	1	0	0	0	2
02:45 PM	0	1	1		0	0	0	0	0	0	1
03:00 PM	0	1	1		0	0	0	0	1	1	2
Total Volume	0	3	3		1	0	1	0	2	2	6
% App. Total	0	100			100	0	0	0	100		
PHF	.000	.750	.750		.250	.000	.250	.000	.500	.500	.750

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(888) 247-8602

File Name : 8-Palmer Dr. & Eheart St.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Bicycles on Road

Start Time	Eheart St Westbound				Palmer Dr Northbound				Eheart St Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	1	0	0	1	1	1	0	2	0	0	0	0	3
08:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	3	0	0	3	1	3	0	4	0	0	0	0	7
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	2
09:30 AM	1	0	0	1	0	0	0	0	1	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	2	0	2	1	0	0	0	4
10:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	1	0	1	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	1	0	1	0	1	0	1	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	1	0	1	2
12:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	1	0	1	2
01:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
01:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	0	1	0	0	0	0	0	3	0	3	4
02:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	1	0	0	1	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	2
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	1	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	0	0	2	2
06:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
06:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
06:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	5	1	0	6	6
Grand Total	7	1	0	8	1	8	0	9	10	9	0	19	36
Apprch %	87.5	12.5	0	22.2	11.1	88.9	0	25	52.6	47.4	0	52.8	
Total %	19.4	2.8	0		2.8	22.2	0	25	27.8	25	0	52.8	

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(888) 247-8602

File Name : 8-Palmer Dr. & Eheart St.
Site Code :
Start Date : 5/3/2017
Page No : 2

	Eheart St Westbound			Palmer Dr Northbound			Eheart St Eastbound			Int. Total
	Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	1	1	0	0	0	1
08:15 AM	0	0	0	0	1	1	0	0	0	1
08:30 AM	1	0	1	1	1	2	0	0	0	3
08:45 AM	2	0	2	0	0	0	0	0	0	2
Total Volume	3	0	3	1	3	4	0	0	0	7
% App. Total	100	0	0	25	75	0	0	0	0	0
PHF	.375	.000	.375	.250	.750	.500	.000	.000	.000	.583
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 06:00 PM										
06:00 PM	0	0	0	0	0	0	2	0	2	2
06:15 PM	0	0	0	0	0	0	1	1	2	2
06:30 PM	0	0	0	0	0	0	1	0	1	1
06:45 PM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	5	1	6	6
% App. Total	0	0	0	0	0	0	83.3	16.7	0	0
PHF	.000	.000	.000	.000	.000	.000	.625	.250	.750	.750

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File Name : 8-Palmer Dr. & Eheart St.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Bicycles on Crosswalk

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File Name : 8-Palmer Dr. & Eheart St.
Site Code :
Start Date : 5/3/2017
Page No : 2

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour Analysis From 12:00 PM to 08:45 PM - Total

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File Name : 8-Palmer Dr. & Eheart St.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Combined

	Eheart St Westbound				Palmer Dr Northbound				Eheart St Eastbound				Int. Total	
	Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM		7	1	0	8	0	3	0	3	2	2	0	4	15
07:15 AM		4	2	0	6	2	5	0	7	1	2	1	4	17
07:30 AM		7	6	0	13	1	3	0	4	1	6	0	7	24
07:45 AM		5	6	0	11	5	7	0	12	0	8	0	8	31
Total		23	15	0	38	8	18	0	26	4	18	1	23	87
08:00 AM		3	2	0	5	3	7	0	10	0	6	0	6	21
08:15 AM		3	2	0	5	2	4	0	6	0	1	2	3	14
08:30 AM		6	4	0	10	4	11	0	15	2	2	2	6	31
08:45 AM		5	3	0	8	1	11	1	13	0	0	2	2	23
Total		17	11	0	28	10	33	1	44	2	9	6	17	89
09:00 AM		4	4	0	8	7	4	0	11	0	9	2	11	30
09:15 AM		4	4	0	8	2	6	1	9	1	2	1	4	21
09:30 AM		7	2	0	9	1	8	0	9	1	3	0	4	22
09:45 AM		6	4	0	10	5	1	0	6	1	6	0	7	23
Total		21	14	0	35	15	19	1	35	3	20	3	26	96
10:00 AM		1	0	1	2	2	4	0	6	2	4	0	6	14
10:15 AM		4	3	0	7	7	4	0	11	2	5	0	7	25
10:30 AM		1	3	0	4	3	5	0	8	1	5	0	6	18
10:45 AM		9	2	0	11	1	4	0	5	1	3	0	4	20
Total		15	8	1	24	13	17	0	30	6	17	0	23	77
11:00 AM		1	5	2	8	2	7	0	9	3	6	0	9	26
11:15 AM		2	2	0	4	2	5	0	7	1	5	0	6	17
11:30 AM		3	3	0	6	6	6	0	12	0	7	1	8	26
11:45 AM		5	2	2	9	3	5	0	8	1	2	1	4	21
Total		11	12	4	27	13	23	0	36	5	20	2	27	90
12:00 PM		4	9	0	13	4	4	0	8	2	8	0	10	31
12:15 PM		5	2	0	7	8	8	0	16	0	11	1	12	35
12:30 PM		4	3	0	7	6	4	0	10	3	3	1	7	24
12:45 PM		1	5	0	6	6	6	0	12	4	6	1	11	29
Total		14	19	0	33	24	22	0	46	9	28	3	40	119
01:00 PM		7	4	0	11	2	6	0	8	5	5	0	10	29
01:15 PM		6	3	0	9	8	2	0	10	2	12	2	16	35
01:30 PM		0	4	0	4	4	1	0	5	4	11	1	16	25
01:45 PM		1	5	0	6	6	2	0	8	0	4	0	4	18
Total		14	16	0	30	20	11	0	31	11	32	3	46	107
02:00 PM		3	4	0	7	4	2	0	6	0	2	1	3	16
02:15 PM		1	4	0	5	9	8	0	17	1	4	0	5	27
02:30 PM		4	6	0	10	8	7	1	16	2	3	0	5	31
02:45 PM		6	7	0	13	3	2	0	5	2	5	1	8	26
Total		14	21	0	35	24	19	1	44	5	14	2	21	100
03:00 PM		4	8	0	12	9	4	0	13	1	12	2	15	40
03:15 PM		2	9	0	11	13	4	0	17	0	10	0	10	38
03:30 PM		5	8	0	13	5	5	0	10	3	7	0	10	33
03:45 PM		1	4	0	5	5	6	0	11	1	9	0	10	26
Total		12	29	0	41	32	19	0	51	5	38	2	45	137
04:00 PM		5	3	0	8	8	6	0	14	3	11	4	18	40
04:15 PM		1	6	0	7	5	9	0	14	2	7	1	10	31
04:30 PM		2	6	0	8	11	5	0	16	0	8	1	9	33
04:45 PM		2	9	0	11	11	7	0	18	3	12	2	17	46
Total		10	24	0	34	35	27	0	62	8	38	8	54	150
05:00 PM		3	11	0	14	11	7	0	18	0	8	0	8	40
05:15 PM		1	11	0	12	8	6	0	14	7	14	1	22	48
05:30 PM		2	7	0	9	18	3	0	21	5	12	1	18	48
05:45 PM		3	6	0	9	12	3	0	15	7	17	3	27	51
Total		9	35	0	44	49	19	0	68	19	51	5	75	187
06:00 PM		0	3	0	3	8	4	0	12	12	9	2	23	38
06:15 PM		2	2	0	4	4	1	0	5	1	7	1	9	18
06:30 PM		4	3	0	7	4	8	2	14	1	4	3	8	29
06:45 PM		3	7	0	10	9	6	1	16	8	4	0	12	38
Total		9	15	0	24	25	19	3	47	22	24	6	52	123
Grand Total		169	219	5	393	268	246	6	520	99	309	41	449	1362
Apprch %		43	55.7	1.3		51.5	47.3	1.2		22	68.8	9.1		
Total %		12.4	16.1	0.4		28.9	19.7	0.4		7.3	22.7	3		33

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(888) 247-8602

File Name : 8-Palmer Dr. & Eheart St.
 Site Code :
 Start Date : 5/3/2017
 Page No : 2

	Eheart St Westbound			Palmer Dr Northbound			Eheart St Eastbound			Int. Total	
	Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:30 AM											
08:30 AM	6	4	10		4	11	15	2	2	4	29
08:45 AM	5	3	8		1	11	12	0	0	0	20
09:00 AM	4	4	8		7	4	11	0	9	9	28
09:15 AM	4	4	8		2	6	8	1	2	3	19
Total Volume	19	15	34		14	32	46	3	13	16	96
% App. Total	55.9	44.1			30.4	69.6		18.8	81.2		
PHF	.792	.938	.850		.500	.727	.767	.375	.361	.444	.828

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	3	11	14		11	7	18	0	8	8	40
05:15 PM	1	11	12		8	6	14	7	14	21	47
05:30 PM	2	7	9		18	3	21	5	12	17	47
05:45 PM	3	6	9		12	3	15	7	17	24	48
Total Volume	9	35	44		49	19	68	19	51	70	182
% App. Total	20.5	79.5			72.1	27.9		27.1	72.9		
PHF	.750	.795	.786		.681	.679	.810	.679	.750	.729	.948

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File Name : 9-Willard Dr. & Clay St.
 Site Code :
 Start Date : 5/3/2017
 Page No : 1

Groups Printed- Cars

	Clay St Westbound				Willard Dr Northbound				Clay St Eastbound				Int. Total		
	Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM		6	8	0	14	3	1	0	4	1	7	0	0	8	26
07:15 AM		24	11	0	35	6	1	0	7	0	7	0	0	7	49
07:30 AM		42	10	0	52	4	2	0	6	1	1	0	0	2	60
07:45 AM		38	12	0	50	12	6	0	18	1	19	0	0	20	88
Total		110	41	0	151	25	10	0	35	3	34	0	0	37	223
08:00 AM		31	11	0	42	11	2	0	13	4	19	0	0	23	78
08:15 AM		33	6	0	39	7	0	0	7	2	14	0	0	16	62
08:30 AM		44	9	0	53	4	8	0	12	4	12	0	0	16	81
08:45 AM		42	7	0	49	4	9	0	13	0	8	0	0	8	70
Total		150	33	0	183	26	19	0	45	10	53	0	0	63	291
09:00 AM		22	11	0	33	10	6	0	16	5	13	0	0	18	67
09:15 AM		18	9	0	27	4	4	0	8	0	12	0	0	12	47
09:30 AM		30	12	0	42	6	2	0	8	2	14	0	0	16	66
09:45 AM		25	9	0	34	6	7	0	13	3	9	0	0	12	59
Total		95	41	0	136	26	19	0	45	10	48	0	0	58	239
10:00 AM		19	6	0	25	4	4	0	8	4	18	0	0	22	55
10:15 AM		17	8	0	25	9	1	1	11	2	13	0	0	15	51
10:30 AM		22	7	0	29	9	3	3	15	4	15	0	0	19	63
10:45 AM		13	9	0	22	3	3	0	6	4	15	0	0	19	47
Total		71	30	0	101	25	11	4	40	14	61	0	0	75	216
11:00 AM		11	4	0	15	5	4	0	9	5	16	0	0	21	45
11:15 AM		14	6	0	20	8	5	2	15	5	14	0	0	19	54
11:30 AM		26	9	0	35	11	8	0	19	4	18	0	0	22	76
11:45 AM		14	5	0	19	4	4	0	8	5	20	0	0	25	52
Total		65	24	0	89	28	21	2	51	19	68	0	0	87	227
12:00 PM		20	11	0	31	11	3	0	14	5	19	0	0	24	69
12:15 PM		30	8	0	38	12	10	0	22	10	21	0	0	31	91
12:30 PM		18	8	0	26	5	7	0	12	9	14	0	0	23	61
12:45 PM		29	5	0	34	12	4	0	16	7	19	0	0	26	76
Total		97	32	0	129	40	24	0	64	31	73	0	0	104	297
01:00 PM		16	11	0	27	8	4	1	13	4	19	0	0	23	63
01:15 PM		15	5	0	20	19	2	2	23	9	22	0	0	31	74
01:30 PM		14	7	0	21	6	2	1	9	4	13	0	0	17	47
01:45 PM		15	7	0	22	15	7	1	23	3	12	0	0	15	60
Total		60	30	0	90	48	15	5	68	20	66	0	0	86	244
02:00 PM		18	3	0	21	10	3	0	13	3	16	0	0	19	53
02:15 PM		24	9	0	33	13	2	0	15	8	23	0	0	31	79
02:30 PM		18	4	0	22	10	8	0	18	11	19	0	0	30	70
02:45 PM		19	10	0	29	7	3	0	10	1	21	0	0	22	61
Total		79	26	0	105	40	16	0	56	23	79	0	0	102	263
03:00 PM		22	15	0	37	17	4	0	21	4	32	0	0	36	94
03:15 PM		26	17	0	43	25	4	0	29	4	21	0	0	25	97
03:30 PM		21	14	0	35	6	9	0	15	4	19	0	0	23	73
03:45 PM		16	8	0	24	13	7	1	21	6	16	1	0	23	68
Total		85	54	0	139	61	24	1	86	18	88	1	0	107	332
04:00 PM		14	7	0	21	16	3	0	19	10	27	0	0	37	77
04:15 PM		16	7	0	23	13	5	0	18	4	14	0	0	18	59
04:30 PM		7	12	0	19	16	4	0	20	7	23	0	0	30	69
04:45 PM		15	11	0	26	25	9	0	34	8	26	0	0	34	94
Total		52	37	0	89	70	21	0	91	29	90	0	0	119	299
05:00 PM		24	14	0	38	20	5	0	25	15	29	0	0	44	107
05:15 PM		18	14	3	35	15	14	0	29	12	28	0	0	40	104
05:30 PM		27	15	0	42	30	12	0	42	17	27	0	1	45	129
05:45 PM		17	12	4	33	28	10	0	38	11	25	0	1	37	108
Total		86	55	7	148	93	41	0	134	55	109	0	2	166	448
06:00 PM		21	10	0	31	16	8	0	24	7	27	0	1	35	90
06:15 PM		14	12	0	26	13	4	0	17	6	39	0	0	45	88
06:30 PM		25	10	0	35	6	7	0	13	5	19	0	0	24	72
06:45 PM		14	15	0	29	10	4	0	14	9	19	0	0	28	71
Total		74	47	0	121	45	23	0	68	27	104	0	1	132	321
Grand Total		1024	450	7	1481	527	244	12	783	259	873	1	3	1136	3400
Apprch %		69.1	30.4	0.5		67.3	31.2	1.5		22.8	76.8	0.1	0.3		
Total %		30.1	13.2	0.2		15.5	7.2	0.4		7.6	25.7	0	0.1		33.4

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(888) 247-8602

File Name : 9-Willard Dr. & Clay St.
 Site Code :
 Start Date : 5/3/2017
 Page No : 2

Start Time	Clay St Westbound			Willard Dr Northbound			Clay St Eastbound			Int. Total	
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left		
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:45 AM											
07:45 AM	38	12	50	12	6	18	1	19	0	20	
08:00 AM	31	11	42	11	2	13	4	19	0	23	
08:15 AM	33	6	39	7	0	7	2	14	0	16	
08:30 AM	44	9	53	4	8	12	4	12	0	16	
Total Volume	146	38	184	34	16	50	11	64	0	75	
% App. Total	79.3	20.7		68	32		14.7	85.3	0		
PHF	.830	.792	.868	.708	.500	.694	.688	.842	.000	.815	
										.878	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	24	14	38	20	5	25	15	29	0	44	107
05:15 PM	18	14	32	15	14	29	12	28	0	40	101
05:30 PM	27	15	42	30	12	42	17	27	0	44	128
05:45 PM	17	12	29	28	10	38	11	25	0	36	103
Total Volume	86	55	141	93	41	134	55	109	0	164	439
% App. Total	61	39		69.4	30.6		33.5	66.5	0		
PHF	.796	.917	.839	.775	.732	.798	.809	.940	.000	.932	.857

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 9-Willard Dr. & Clay St.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Buses

	Clay St Westbound				Willard Dr Northbound				Clay St Eastbound				Int. Total		
	Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM		0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:00 AM		0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	1	0	0	0	1
09:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM		0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total		0	0	0	0	2	0	0	2	0	0	0	0	0	2
10:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM		2	0	0	2	0	0	0	0	0	0	0	0	0	2
11:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		2	0	0	2	0	0	0	0	0	0	0	0	0	2
12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM		1	0	0	1	0	0	0	0	1	0	0	0	1	2
03:30 PM		0	1	0	1	0	0	0	0	0	0	0	0	0	1
03:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		1	1	0	2	0	0	0	0	1	0	0	0	1	3
04:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM		2	0	0	2	0	0	0	0	0	0	0	0	0	2
04:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		2	0	0	2	0	0	0	0	0	0	0	0	0	2
05:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total		5	1	0	6	2	1	0	3	1	1	0	0	2	11
Apprch %		83.3	16.7	0	54.5	66.7	33.3	0	27.3	50	50	0	0	18.2	
Total %		45.5	9.1	0	54.5	18.2	9.1	0	27.3	9.1	9.1	0	0	18.2	

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File Name : 9-Willard Dr. & Clay St.
Site Code :
Start Date : 5/3/2017
Page No : 2

	Clay St Westbound			Willard Dr Northbound			Clay St Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	1	1	0	1	0	1	2
% App. Total	0	0	0	0	100	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.250	.250	.000	.250	.000	.250	.500

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour Analysis From 12:00 PM to 06:45 PM - PC

Peak Hour for Entire Intersection Begins at 02:45 PM											
02:45 PM	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	1	0	1	0	0	0	1	0	0	1	2
03:30 PM	0	1	1	0	0	0	0	0	0	0	1
Total Volume	1	1	2	0	0	0	1	0	0	1	3
% App. Total	50	50		0	0	100	0	0	0		
PHF	.250	.250	.500	.000	.000	.000	.250	.000	.000	.250	.375

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File Name : 9-Willard Dr. & Clay St.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Trucks

	Clay St Westbound				Willard Dr Northbound				Clay St Eastbound				Int. Total		
	Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM		1	0	0	1	0	0	0	0	0	0	0	0	0	1
07:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		1	0	0	1	0	0	0	0	0	0	0	0	0	1
08:00 AM		0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:15 AM		0	0	0	0	0	1	0	1	0	1	0	0	1	2
08:30 AM		1	0	0	1	0	0	0	0	1	1	0	0	2	3
08:45 AM		0	0	0	0	0	2	0	2	0	1	0	0	1	3
Total		1	0	0	1	1	3	0	4	1	3	0	0	4	9
09:00 AM		1	1	0	2	1	0	0	1	1	2	0	0	3	6
09:15 AM		0	0	0	0	0	1	0	1	0	1	0	0	1	2
09:30 AM		0	0	0	0	0	0	0	0	1	0	0	0	1	1
09:45 AM		0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total		1	1	0	2	1	1	0	2	3	3	0	0	6	10
10:00 AM		1	0	0	1	0	1	0	1	0	0	0	0	0	2
10:15 AM		1	0	0	1	0	0	0	0	0	0	0	0	0	1
10:30 AM		0	0	0	0	0	1	0	1	0	0	0	0	0	1
10:45 AM		0	0	0	0	1	1	0	2	1	1	0	0	2	4
Total		2	0	0	2	1	3	0	4	1	1	0	0	2	8
11:00 AM		1	0	0	1	0	0	0	0	0	1	0	0	1	2
11:15 AM		0	0	0	0	0	0	0	0	1	0	0	0	1	1
11:30 AM		0	0	0	0	0	1	0	1	0	0	0	0	0	1
11:45 AM		0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total		1	0	0	1	0	1	0	1	2	1	0	0	3	5
12:00 PM		0	0	0	0	0	1	0	1	0	0	0	0	0	1
12:15 PM		0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:30 PM		0	0	0	0	0	1	0	0	1	0	0	0	0	1
12:45 PM		0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total		0	0	0	0	0	2	0	2	2	0	0	0	2	4
01:00 PM		0	0	0	0	0	1	0	1	0	0	0	0	0	1
01:15 PM		0	0	0	0	0	0	0	0	1	1	0	0	2	2
01:30 PM		1	0	0	1	0	1	0	1	0	0	0	0	0	2
01:45 PM		0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total		1	0	0	1	0	2	0	2	1	2	0	0	3	6
02:00 PM		0	0	0	0	2	0	0	2	0	1	0	0	1	3
02:15 PM		2	0	0	2	0	1	0	1	0	0	0	0	0	3
02:30 PM		0	0	0	0	1	0	0	1	0	1	0	0	1	2
02:45 PM		0	1	0	1	0	0	0	0	0	1	0	0	1	2
Total		2	1	0	3	3	1	0	4	0	3	0	0	3	10
03:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM		0	0	0	0	1	0	0	1	0	1	0	0	1	2
03:45 PM		0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total		0	0	0	0	1	0	0	1	0	2	0	0	2	3
04:00 PM		0	0	0	0	0	2	0	2	0	0	0	0	0	2
04:15 PM		1	0	0	1	0	1	0	1	0	0	0	0	0	2
04:30 PM		0	0	0	0	0	1	0	1	0	0	0	0	0	1
04:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		1	0	0	1	0	4	0	4	0	0	0	0	0	5
05:00 PM		0	1	0	1	0	0	0	0	0	0	0	0	0	1
05:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	1	0	1	0	0	0	0	0	0	0	0	0	1
06:00 PM		0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM		1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total		1	0	0	1	0	0	0	0	0	0	1	0	1	2
Grand Total		11	3	0	14	7	17	0	24	10	16	0	0	26	64
Apprch %		78.6	21.4	0	29.2	70.8	0	38.5	61.5	0	0	0	0	40.6	
Total %		17.2	4.7	0	21.9	10.9	26.6	0	37.5	15.6	25	0	0	40.6	

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File Name : 9-Willard Dr. & Clay St.
 Site Code :
 Start Date : 5/3/2017
 Page No : 2

Start Time	Clay St Westbound			Willard Dr Northbound			Clay St Eastbound			Int. Total	
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left		
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:15 AM											
08:15 AM	0	0	0	0	1	1	0	1	0	1	
08:30 AM	1	0	1	0	0	0	1	1	0	2	
08:45 AM	0	0	0	0	2	2	0	1	0	3	
09:00 AM	1	1	2	1	0	1	1	2	0	3	
Total Volume	2	1	3	1	3	4	2	5	0	7	
% App. Total	66.7	33.3		25	75		28.6	71.4	0	14	
PHF	.500	.250	.375	.250	.375	.500	.500	.625	.000	.583	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	0	0	2	0	2	0	1	0	1	3
02:15 PM	2	0	2	0	1	1	0	0	0	0	3
02:30 PM	0	0	0	1	0	1	0	1	0	1	2
02:45 PM	0	1	1	0	0	0	0	1	0	1	2
Total Volume	2	1	3	3	1	4	0	3	0	3	10
% App. Total	66.7	33.3		75	25		0	100	0		
PHF	.250	.250	.375	.375	.250	.500	.000	.750	.000	.750	.833

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File Name : 9-Willard Dr. & Clay St.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Bicycles on Road

	Clay St Westbound				Willard Dr Northbound				Clay St Eastbound				Int. Total		
	Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM		1	0	0	1	0	0	0	0	0	0	0	0	0	1
07:45 AM		1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total		2	0	0	2	0	0	0	0	0	0	0	0	0	2
08:00 AM		1	0	0	1	0	0	0	0	0	0	0	0	0	1
08:15 AM		1	0	0	1	0	0	0	0	0	0	0	0	0	1
08:30 AM		0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45 AM		1	1	0	2	0	0	0	0	0	0	0	0	0	2
Total		3	1	0	4	1	0	0	1	0	0	0	0	0	5
09:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM		1	0	0	1	0	0	0	0	0	0	0	0	0	1
10:15 AM		0	0	0	0	0	0	0	0	1	0	0	0	0	1
10:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		1	0	0	1	0	0	0	0	1	0	0	0	1	2
11:00 AM		1	0	0	1	0	0	0	0	0	0	0	0	0	1
11:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM		1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total		2	0	0	2	0	0	0	0	0	0	0	0	0	2
12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM		1	0	0	1	0	0	0	0	0	0	0	0	0	1
01:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM		0	0	0	0	0	2	0	2	0	1	0	0	1	3
Total		1	0	0	1	0	2	0	2	0	1	0	0	1	4
02:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM		1	0	0	1	0	0	0	0	0	1	0	0	0	2
02:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		1	0	0	1	0	0	0	0	0	1	0	0	1	2
03:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM		0	1	0	1	0	0	0	0	0	0	0	0	0	1
03:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	1	0	1	0	0	0	0	0	0	0	0	0	1
04:00 PM		1	0	0	1	0	0	0	0	0	1	0	0	1	2
04:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		1	0	0	1	0	0	0	0	0	1	0	0	1	2
05:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM		1	0	0	1	0	0	0	0	0	1	0	0	1	2
Total		1	0	0	1	0	0	0	0	0	1	0	0	1	2
06:00 PM		0	2	0	2	0	0	0	0	0	0	0	0	0	2
06:15 PM		0	0	0	0	0	0	0	0	0	2	0	0	2	2
06:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM		1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total		1	2	0	3	0	0	0	0	0	2	0	0	2	5
Grand Total		13	4	0	17	1	2	0	3	1	6	0	0	7	27
Apprch %		76.5	23.5	0	33.3	66.7	0	0	11.1	14.3	85.7	0	0	25.9	
Total %		48.1	14.8	0	63	3.7	7.4	0	3.7	22.2	0	0	0	25.9	

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File Name : 9-Willard Dr. & Clay St.
Site Code :
Start Date : 5/3/2017
Page No : 2

	Clay St Westbound			Willard Dr Northbound			Clay St Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	1	0	1	0	0	0	0	0	0	0	1
08:15 AM	1	0	1	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	1	1	2	0	0	0	0	0	0	0	2
Total Volume	3	1	4	1	0	1	0	0	0	0	5
% App. Total	75	25		100	0		0	0	0	0	
PHF	.750	.250	.500	.250	.000	.250	.000	.000	.000	.000	.625

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:30 PM											
05:30 PM	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	1	0	0	0	0	1	0	0	2
06:00 PM	0	2	2	0	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	0	2	0	2	2
Total Volume	1	2	3	0	0	0	0	3	0	3	6
% App. Total	33.3	66.7		0	0	0	0	100	0		
PHF	.250	.250	.375	.000	.000	.000	.000	.375	.000	.375	.750

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File Name : 9-Willard Dr. & Clay St.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Bicycles on Crosswalk

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File Name : 9-Willard Dr. & Clay St.
Site Code :
Start Date : 5/3/2017
Page No : 2

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour Analysis From 12:00 PM to 08:45 PM - Peak
Peak Hour for Entire Intersection Begins at 12:00 PM

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File Name : 9-Willard Dr. & Clay St.
 Site Code :
 Start Date : 5/3/2017
 Page No : 1

Groups Printed- Combined

	Clay St Westbound				Willard Dr Northbound				Clay St Eastbound				Int. Total		
	Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM		6	8	0	14	3	1	0	4	1	7	0	0	8	26
07:15 AM		24	11	0	35	6	2	0	8	0	7	0	0	7	50
07:30 AM		44	10	0	54	4	2	0	6	1	1	0	0	2	62
07:45 AM		39	12	0	51	12	6	0	18	1	19	0	0	20	89
Total		113	41	0	154	25	11	0	36	3	34	0	0	37	227
08:00 AM		32	11	0	43	12	2	0	14	4	20	0	0	24	81
08:15 AM		34	6	0	40	7	1	0	8	2	15	0	0	17	65
08:30 AM		45	9	0	54	5	8	0	13	5	13	0	0	18	85
08:45 AM		43	8	0	51	4	11	0	15	0	9	0	0	9	75
Total		154	34	0	188	28	22	0	50	11	57	0	0	68	306
09:00 AM		23	12	0	35	11	6	0	17	6	15	0	0	21	73
09:15 AM		18	9	0	27	4	5	0	9	0	13	0	0	13	49
09:30 AM		30	12	0	42	6	2	0	8	3	14	0	0	17	67
09:45 AM		25	9	0	34	8	7	0	15	4	9	0	0	13	62
Total		96	42	0	138	29	20	0	49	13	51	0	0	64	251
10:00 AM		21	6	0	27	4	5	0	9	4	18	0	0	22	58
10:15 AM		18	8	0	26	9	1	1	11	3	13	0	0	16	53
10:30 AM		22	7	0	29	9	4	3	16	4	15	0	0	19	64
10:45 AM		13	9	0	22	4	4	0	8	5	16	0	0	21	51
Total		74	30	0	104	26	14	4	44	16	62	0	0	78	226
11:00 AM		15	4	0	19	5	4	0	9	5	17	0	0	22	50
11:15 AM		14	6	0	20	8	5	2	15	6	14	0	0	20	55
11:30 AM		26	9	0	35	11	9	0	20	4	18	0	0	22	77
11:45 AM		15	5	0	20	4	4	0	8	6	20	0	0	26	54
Total		70	24	0	94	28	22	2	52	21	69	0	0	90	236
12:00 PM		20	11	0	31	11	4	0	15	5	19	0	0	24	70
12:15 PM		30	8	0	38	12	10	0	22	11	21	0	0	32	92
12:30 PM		18	8	0	26	5	8	0	13	9	14	0	0	23	62
12:45 PM		29	5	0	34	12	4	0	16	8	19	0	0	27	77
Total		97	32	0	129	40	26	0	66	33	73	0	0	106	301
01:00 PM		16	11	0	27	8	5	1	14	4	19	0	0	23	64
01:15 PM		16	5	0	21	19	2	2	23	10	23	0	0	33	77
01:30 PM		15	7	0	22	6	3	1	10	4	13	0	0	17	49
01:45 PM		15	7	0	22	15	9	1	25	3	14	0	0	17	64
Total		62	30	0	92	48	19	5	72	21	69	0	0	90	254
02:00 PM		18	3	0	21	12	3	0	15	3	17	0	0	20	56
02:15 PM		27	9	0	36	13	3	0	16	8	24	0	0	32	84
02:30 PM		18	4	0	22	11	8	0	19	11	20	0	0	31	72
02:45 PM		19	11	0	30	7	3	0	10	1	22	0	0	23	63
Total		82	27	0	109	43	17	0	60	23	83	0	0	106	275
03:00 PM		22	15	0	37	17	4	0	21	4	32	0	0	36	94
03:15 PM		27	18	0	45	25	4	0	29	5	21	0	0	26	100
03:30 PM		21	15	0	36	7	9	0	16	4	20	0	0	24	76
03:45 PM		16	8	0	24	13	7	1	21	6	17	1	0	24	69
Total		86	56	0	142	62	24	1	87	19	90	1	0	110	339
04:00 PM		15	7	0	22	16	5	0	21	10	28	0	0	38	81
04:15 PM		19	7	0	26	13	6	0	19	4	14	0	0	18	63
04:30 PM		7	12	0	19	16	5	0	21	7	23	0	0	30	70
04:45 PM		15	11	0	26	25	9	0	34	8	26	0	0	34	94
Total		56	37	0	93	70	25	0	95	29	91	0	0	120	308
05:00 PM		24	15	0	39	20	5	0	25	15	29	0	0	44	108
05:15 PM		18	14	3	35	15	14	0	29	12	28	0	0	40	104
05:30 PM		27	15	0	42	30	12	0	42	17	27	0	1	45	129
05:45 PM		18	12	4	34	28	10	0	38	11	26	0	1	38	110
Total		87	56	7	150	93	41	0	134	55	110	0	2	167	451
06:00 PM		21	12	0	33	16	8	0	24	7	28	0	1	36	93
06:15 PM		14	12	0	26	13	4	0	17	6	41	0	0	47	90
06:30 PM		25	10	0	35	6	7	0	13	5	19	0	0	24	72
06:45 PM		16	15	0	31	10	4	0	14	9	19	0	0	28	73
Total		76	49	0	125	45	23	0	68	27	107	0	1	135	328
Grand Total		1053	458	7	1518	537	264	12	813	271	896	1	3	1171	3502
Apprch %		69.4	30.2	0.5		66.1	32.5	1.5		23.1	76.5	0.1	0.3		
Total %		30.1	13.1	0.2	43.3	15.3	7.5	0.3	23.2	7.7	25.6	0	0.1	33.4	

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File Name : 9-Willard Dr. & Clay St.
 Site Code :
 Start Date : 5/3/2017
 Page No : 2

Start Time	Clay St Westbound			Willard Dr Northbound			Clay St Eastbound			Int. Total	
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left		
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:45 AM											
07:45 AM	39	12	51	12	6	18	1	19	0	20	89
08:00 AM	32	11	43	12	2	14	4	20	0	24	81
08:15 AM	34	6	40	7	1	8	2	15	0	17	65
08:30 AM	45	9	54	5	8	13	5	13	0	18	85
Total Volume	150	38	188	36	17	53	12	67	0	79	320
% App. Total	79.8	20.2		67.9	32.1		15.2	84.8	0		
PHF	.833	.792	.870	.750	.531	.736	.600	.838	.000	.823	.899

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	24	15	39	20	5	25	15	29	0	44	108
05:15 PM	18	14	32	15	14	29	12	28	0	40	101
05:30 PM	27	15	42	30	12	42	17	27	0	44	128
05:45 PM	18	12	30	28	10	38	11	26	0	37	105
Total Volume	87	56	143	93	41	134	55	110	0	165	442
% App. Total	60.8	39.2		69.4	30.6		33.3	66.7	0		
PHF	.806	.933	.851	.775	.732	.798	.809	.948	.000	.938	.863

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File Name : 10-Willard Dr. & Eheart St.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Cars

	Willard Dr Southbound					Willard Dr Northbound				Eheart St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:00 AM	8	1	0	0	0	9	2	0	0	2	2	2	0	4	15
07:15 AM	5	3	0	0	0	8	2	0	0	2	1	2	0	3	13
07:30 AM	10	4	0	0	0	14	2	1	0	3	1	6	0	7	24
07:45 AM	8	4	0	0	0	12	6	0	0	6	1	11	0	12	30
Total	31	12	0	0	0	43	12	1	0	13	5	21	0	26	82
08:00 AM	5	9	0	1	15	15	5	0	0	5	0	9	0	9	29
08:15 AM	3	6	0	0	0	9	5	2	0	7	0	1	0	1	17
08:30 AM	7	6	0	0	0	13	5	1	1	7	1	6	0	7	27
08:45 AM	3	4	0	0	0	7	7	1	0	8	0	2	0	2	17
Total	18	25	0	1	1	44	22	4	1	27	1	18	0	19	90
09:00 AM	6	11	0	0	0	17	4	2	0	6	2	12	0	14	37
09:15 AM	5	6	0	0	0	11	3	1	0	4	2	2	0	4	19
09:30 AM	4	7	0	0	0	11	2	2	2	6	0	5	0	5	22
09:45 AM	10	6	0	0	0	16	2	0	0	2	2	8	0	10	28
Total	25	30	0	0	0	55	11	5	2	18	6	27	0	33	106
10:00 AM	0	6	1	0	0	7	4	0	0	4	2	3	0	5	16
10:15 AM	5	5	0	0	0	10	1	0	1	2	1	10	0	11	23
10:30 AM	2	5	0	0	0	7	2	2	0	4	0	8	0	8	19
10:45 AM	7	7	0	1	1	15	4	1	0	5	1	2	0	3	23
Total	14	23	1	1	1	39	11	3	1	15	4	23	0	27	81
11:00 AM	3	5	0	0	0	8	1	0	0	1	2	5	0	7	16
11:15 AM	3	6	0	2	2	11	4	0	0	4	0	7	1	8	23
11:30 AM	4	10	0	2	2	16	7	0	1	8	0	10	0	10	34
11:45 AM	4	5	0	0	0	9	3	0	0	3	1	4	0	5	17
Total	14	26	0	4	4	44	15	0	1	16	3	26	1	30	90
12:00 PM	13	6	0	0	0	19	6	2	2	10	0	10	0	10	39
12:15 PM	5	9	0	2	2	16	4	0	0	4	3	14	0	17	37
12:30 PM	4	12	0	0	0	16	2	1	1	4	1	8	0	9	29
12:45 PM	6	7	0	0	0	13	5	0	0	5	1	10	0	11	29
Total	28	34	0	2	2	64	17	3	3	23	5	42	0	47	134
01:00 PM	6	5	0	0	0	11	3	3	0	6	0	8	0	8	25
01:15 PM	7	5	0	1	1	13	2	0	0	2	1	18	0	19	34
01:30 PM	4	8	0	0	0	12	3	1	0	4	2	6	0	8	24
01:45 PM	7	2	0	0	0	9	10	0	0	10	0	9	0	9	28
Total	24	20	0	1	1	45	18	4	0	22	3	41	0	44	111
02:00 PM	5	0	0	0	0	5	6	1	0	7	1	6	0	7	19
02:15 PM	5	11	0	0	0	16	3	0	0	3	0	9	0	9	28
02:30 PM	7	8	0	0	0	15	7	1	0	8	0	10	0	10	33
02:45 PM	6	5	0	0	0	11	4	3	0	7	3	5	0	8	26
Total	23	24	0	0	0	47	20	5	0	25	4	30	0	34	106
03:00 PM	10	10	0	0	0	20	4	4	0	8	3	16	0	19	47
03:15 PM	8	10	0	0	0	18	6	1	1	8	1	25	0	26	52
03:30 PM	9	11	0	0	0	20	6	1	0	7	0	9	0	9	36
03:45 PM	4	6	0	0	0	10	7	2	0	9	1	11	0	12	31
Total	31	37	0	0	0	68	23	8	1	32	5	61	0	66	166
04:00 PM	8	8	0	0	0	16	7	1	0	8	1	16	0	17	41
04:15 PM	5	6	0	0	0	11	7	0	0	7	1	12	0	13	31
04:30 PM	7	8	0	0	0	15	5	1	0	6	1	14	0	15	36
04:45 PM	10	5	0	0	0	15	15	0	0	15	3	19	0	22	52
Total	30	27	0	0	0	57	34	2	0	36	6	61	0	67	160
05:00 PM	14	19	1	0	0	34	10	0	0	10	2	15	0	17	61
05:15 PM	11	12	1	0	0	24	10	0	0	10	2	19	0	21	55
05:30 PM	10	18	0	0	0	28	11	3	0	14	2	26	0	28	70
05:45 PM	8	15	1	0	0	24	10	1	0	11	1	30	0	31	66
Total	43	64	3	0	0	110	41	4	0	45	7	90	0	97	252
06:00 PM	4	9	0	0	0	13	9	0	0	9	1	17	0	18	40
06:15 PM	6	12	0	0	0	18	7	1	1	9	1	9	0	10	37
06:30 PM	6	11	0	2	2	19	9	0	2	11	1	7	0	8	38
06:45 PM	10	13	0	1	1	24	6	0	1	7	3	9	0	12	43
Total	26	45	0	3	1	74	31	1	4	36	6	42	0	48	158
Grand Total	307	367	4	12	690	255	40	13	308	55	482	1	538		1536
Apprch %	44.5	53.2	0.6	1.7		82.8	13	4.2		10.2	89.6	0.2			
Total %	20	23.9	0.3	0.8	44.9	16.6	2.6	0.8	20.1	3.6	31.4	0.1			35

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(888) 247-8602

File Name : 10-Willard Dr. & Eheart St.
 Site Code :
 Start Date : 5/3/2017
 Page No : 2

Start Time	Willard Dr Southbound				Willard Dr Northbound				Eheart St Eastbound				Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total			
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 09:00 AM													
09:00 AM	6	11	0	17	4	2	6	2	12	14			37
09:15 AM	5	6	0	11	3	1	4	2	2	4			19
09:30 AM	4	7	0	11	2	2	4	0	5	5			20
09:45 AM	10	6	0	16	2	0	2	2	8	10			28
Total Volume	25	30	0	55	11	5	16	6	27	33			104
% App. Total	45.5	54.5	0		68.8	31.2		18.2	81.8				
PHF	.625	.682	.000	.809	.688	.625	.667	.750	.563	.589			.703

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	14	19	1	34	10	0	10	2	15	17			61
05:15 PM	11	12	1	24	10	0	10	2	19	21			55
05:30 PM	10	18	0	28	11	3	14	2	26	28			70
05:45 PM	8	15	1	24	10	1	11	1	30	31			66
Total Volume	43	64	3	110	41	4	45	7	90	97			252
% App. Total	39.1	58.2	2.7		91.1	8.9		7.2	92.8				
PHF	.768	.842	.750	.809	.932	.333	.804	.875	.750	.782			.900

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(888) 247-8602

File Name : 10-Willard Dr. & Eheart St.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Buses

	Willard Dr Southbound					Willard Dr Northbound				Eheart St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM		0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM		0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total		0	0	0	0	0	0	0	0	0	0	2	0	2	2
10:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM		1	0	0	0	1	0	0	0	0	0	0	0	0	1
03:30 PM		1	0	0	0	1	0	0	0	0	0	0	0	0	1
03:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		2	0	0	0	2	0	0	0	0	0	0	0	0	2
04:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total		2	0	0	0	2	0	0	0	0	0	3	0	3	5
Apprch %		100	0	0	0	0	0	0	0	0	0	100	0	0	0
Total %		40	0	0	0	40	0	0	0	0	0	60	0	60	5

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File Name : 10-Willard Dr. & Eheart St.
Site Code :
Start Date : 5/3/2017
Page No : 2

	Willard Dr Southbound				Willard Dr Northbound				Eheart St Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 09:00 AM												
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	
09:45 AM	0	0	0	0	0	0	0	0	2	2	2	
Total Volume	0	0	0	0	0	0	0	0	2	2	2	
% App. Total	0	0	0	0	0	0	0	0	100			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak
Peak Hour for Entire Intersection Begins at 02:45 PM

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File Name : 10-Willard Dr. & Eheart St.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Trucks

	Willard Dr Southbound					Willard Dr Northbound				Eheart St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM		0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total		0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM		0	0	0	0	0	0	1	0	1	0	1	0	1	2
08:30 AM		1	0	0	0	1	0	3	0	3	0	0	0	0	4
08:45 AM		0	0	0	0	0	1	0	0	1	0	1	0	1	2
Total		1	0	0	0	1	1	4	0	5	0	2	0	2	8
09:00 AM		1	1	0	0	2	0	0	0	0	1	1	0	2	4
09:15 AM		0	0	0	0	0	0	2	0	2	0	1	0	1	3
09:30 AM		1	0	0	0	1	0	0	0	0	0	1	0	1	2
09:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		2	1	0	0	3	0	2	0	2	1	3	0	4	9
10:00 AM		1	0	0	0	1	0	1	0	1	0	1	0	1	3
10:15 AM		1	0	0	0	1	0	1	0	1	0	0	0	0	2
10:30 AM		0	0	0	0	0	0	0	0	0	0	1	0	1	1
10:45 AM		1	0	0	0	1	0	1	0	1	0	2	0	2	4
Total		3	0	0	0	3	0	3	0	3	0	4	0	4	10
11:00 AM		0	0	0	0	0	0	1	0	1	0	0	0	0	1
11:15 AM		1	0	0	0	1	0	0	0	0	0	0	0	0	1
11:30 AM		0	0	0	0	0	0	1	0	1	0	1	0	1	2
11:45 AM		1	0	0	0	1	0	2	0	2	0	0	0	0	3
Total		2	0	0	0	2	0	4	0	4	0	1	0	1	7
12:00 PM		0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:15 PM		1	0	0	0	1	0	0	0	0	0	0	0	0	1
12:30 PM		0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:45 PM		1	0	0	0	1	0	0	0	0	0	0	0	0	1
Total		2	0	0	0	2	0	0	0	0	0	2	0	2	4
01:00 PM		0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:15 PM		1	1	0	0	2	0	0	0	0	0	0	0	0	2
01:30 PM		0	0	0	0	0	0	0	0	0	0	1	0	1	1
01:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		1	1	0	0	2	0	0	0	0	0	2	0	2	4
02:00 PM		0	0	0	0	0	0	0	0	0	0	1	0	1	1
02:15 PM		0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:30 PM		0	0	0	0	0	0	0	0	0	0	1	0	1	1
02:45 PM		1	0	0	0	1	0	0	0	0	0	0	0	0	1
Total		1	0	0	0	1	1	0	0	1	0	2	0	2	4
03:00 PM		0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM		0	0	0	0	0	0	0	0	0	0	1	0	1	1
03:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	1	0	1	0	1	0	1	2
04:00 PM		0	0	0	0	0	1	1	0	2	0	0	0	0	2
04:15 PM		0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM		0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total		0	0	0	0	0	2	2	0	4	0	0	0	0	4
05:00 PM		1	0	0	0	1	0	1	0	1	0	0	0	0	2
05:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		1	0	0	0	1	0	1	0	1	0	0	0	0	2
06:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total		13	3	0	0	16	4	17	0	21	1	17	0	18	55
Apprch %		81.2	18.8	0	0	19	7.3	30.9	0	38.2	5.6	94.4	0	32.7	
Total %		23.6	5.5	0	0	29.1					1.8	30.9	0		

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File Name : 10-Willard Dr. & Eheart St.
 Site Code :
 Start Date : 5/3/2017
 Page No : 2

Start Time	Willard Dr Southbound				Willard Dr Northbound				Eheart St Eastbound				Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total			
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:30 AM													
08:30 AM	1	0	0	1	0	3	3	0	0	0			4
08:45 AM	0	0	0	0	1	0	1	0	1	1			2
09:00 AM	1	1	0	2	0	0	0	1	1	2			4
09:15 AM	0	0	0	0	0	2	2	0	1	1			3
Total Volume	2	1	0	3	1	5	6	1	3	4			13
% App. Total	66.7	33.3	0		16.7	83.3		25	75				
PHF	.500	.250	.000	.375	.250	.417	.500	.250	.750	.500			.813

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:30 PM

12:30 PM	0	0	0	0	0	0	0	0	1	1			1
12:45 PM	1	0	0	1	0	0	0	0	0	0			1
01:00 PM	0	0	0	0	0	0	0	0	1	1			1
01:15 PM	1	1	0	2	0	0	0	0	0	0			2
Total Volume	2	1	0	3	0	0	0	0	2	2			5
% App. Total	66.7	33.3	0		0	0		0	100				
PHF	.500	.250	.000	.375	.000	.000	.000	.000	.500	.500			.625

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File Name : 10-Willard Dr. & Eheart St.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Bicycles on Road

	Willard Dr Southbound					Willard Dr Northbound				Eheart St Eastbound				Int. Total
	Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total
07:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM		1	0	0	0	1	0	0	0	0	0	1	0	2
08:45 AM		0	0	0	0	0	0	0	1	0	0	0	0	1
Total		1	0	0	0	1	0	1	0	1	0	1	0	3
09:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM		1	0	0	0	1	0	0	0	0	0	0	0	1
09:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
Total		1	0	0	0	1	0	0	0	0	0	0	0	1
10:00 AM		0	0	0	0	0	0	0	0	0	0	1	0	1
10:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM		1	0	0	0	1	0	0	0	0	0	0	0	1
Total		1	0	0	0	1	0	0	0	0	0	1	0	2
11:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM		0	0	0	0	0	0	0	0	0	0	1	0	1
11:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	1	0	1
12:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM		0	0	0	0	0	0	0	0	0	1	0	0	1
12:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	1	0	0	1
01:00 PM		0	0	0	0	0	0	1	0	1	0	0	0	1
01:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM		1	0	0	0	1	0	0	0	1	1	0	0	3
Total		1	0	0	0	1	1	1	0	2	1	0	0	4
02:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM		1	0	0	0	1	0	0	0	0	0	0	0	1
03:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM		0	0	0	0	0	0	0	0	0	1	0	0	1
Total		1	0	0	0	1	0	0	0	0	1	0	0	2
04:00 PM		0	0	0	0	0	0	0	0	0	0	1	0	1
04:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	1	0	1
05:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM		2	0	0	0	2	0	0	0	0	0	0	0	2
06:15 PM		0	0	0	0	0	0	0	0	0	1	1	0	2
06:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
Total		2	0	0	0	2	0	0	0	0	1	1	0	4
Grand Total		7	0	0	0	7	1	2	0	3	4	5	0	9
Apprch %		100	0	0	0	33.3	66.7	0	0	44.4	55.6	0	0	19
Total %		36.8	0	0	0	36.8	5.3	10.5	0	15.8	21.1	26.3	0	47.4

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(888) 247-8602

File Name : 10-Willard Dr. & Eheart St.
 Site Code :
 Start Date : 5/3/2017
 Page No : 2

Start Time	Willard Dr Southbound				Willard Dr Northbound				Eheart St Eastbound				Int. Total
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total			
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:30 AM													
08:30 AM	1	0	0	1	0	0	0	0	1	1	0	0	2
08:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	2	0	1	1	0	1	1	0	0	4
% App. Total	100	0	0	100	0	100	100	0	100	100	0	0	100
PHF	.500	.000	.000	.500	.000	.250	.250	.000	.250	.250	.000	.250	.500

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:00 PM

01:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	1	0	0	1	1	0	1	1	0	1	0	1	3
Total Volume	1	0	0	1	1	1	2	1	0	0	1	0	4
% App. Total	100	0	0	100	50	50	100	0	100	0	0	0	100
PHF	.250	.000	.000	.250	.250	.250	.500	.250	.000	.250	.000	.250	.333

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File Name : 10-Willard Dr. & Eheart St.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Bicycles on Crosswalk

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File Name : 10-Willard Dr. & Eheart St.
Site Code :
Start Date : 5/3/2017
Page No : 2

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak
Peak Hour for Entire Intersection Begins at 12:00 PM

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File Name : 10-Willard Dr. & Eheart St.
Site Code :
Start Date : 5/3/2017
Page No : 1

Groups Printed- Combined

	Willard Dr Southbound					Willard Dr Northbound				Eheart St Eastbound				Int. Total	
	Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:00 AM		8	1	0	0	9	2	0	0	2	2	2	0	4	15
07:15 AM		5	3	0	0	8	2	0	0	2	1	3	0	4	14
07:30 AM		10	4	0	0	14	2	1	0	3	1	6	0	7	24
07:45 AM		8	5	0	0	13	6	0	0	6	1	11	0	12	31
Total		31	13	0	0	44	12	1	0	13	5	22	0	27	84
08:00 AM		5	9	0	1	15	5	0	0	5	0	9	0	9	29
08:15 AM		3	6	0	0	9	5	3	0	8	0	2	0	2	19
08:30 AM		9	6	0	1	16	5	4	1	10	1	7	0	8	34
08:45 AM		3	4	0	0	7	8	2	0	10	0	3	0	3	20
Total		20	25	0	2	47	23	9	1	33	1	21	0	22	102
09:00 AM		7	12	0	0	19	4	2	0	6	3	13	0	16	41
09:15 AM		6	6	0	0	12	3	3	0	6	2	3	0	5	23
09:30 AM		5	7	0	0	12	2	2	2	6	0	6	0	6	24
09:45 AM		10	6	0	0	16	2	0	0	2	2	10	0	12	30
Total		28	31	0	0	59	11	7	2	20	7	32	0	39	118
10:00 AM		1	6	1	0	8	4	1	0	5	2	5	0	7	20
10:15 AM		6	5	0	0	11	1	1	1	3	1	10	0	11	25
10:30 AM		2	5	0	0	7	2	2	0	4	0	9	0	9	20
10:45 AM		9	7	0	1	17	4	2	0	6	1	4	0	5	28
Total		18	23	1	1	43	11	6	1	18	4	28	0	32	93
11:00 AM		3	5	0	0	8	1	1	0	2	2	5	0	7	17
11:15 AM		4	6	0	2	12	4	0	0	4	0	7	1	8	24
11:30 AM		4	10	0	2	16	7	1	1	9	0	12	0	12	37
11:45 AM		5	5	0	0	10	3	2	0	5	1	4	0	5	20
Total		16	26	0	4	46	15	4	1	20	3	28	1	32	98
12:00 PM		13	6	0	0	19	6	2	2	10	0	11	0	11	40
12:15 PM		6	9	0	2	17	4	0	0	4	3	14	0	17	38
12:30 PM		4	12	0	0	16	2	1	1	4	2	9	0	11	31
12:45 PM		7	7	0	0	14	5	0	0	5	1	10	0	11	30
Total		30	34	0	2	66	17	3	3	23	6	44	0	50	139
01:00 PM		6	5	0	0	11	3	4	0	7	0	9	0	9	27
01:15 PM		8	6	0	1	15	2	0	0	2	1	18	0	19	36
01:30 PM		4	8	0	0	12	3	1	0	4	2	7	0	9	25
01:45 PM		8	2	0	1	11	0	0	0	11	1	9	0	10	32
Total		26	21	0	2	49	19	5	0	24	4	43	0	47	120
02:00 PM		5	0	0	0	5	6	1	0	7	1	7	0	8	20
02:15 PM		5	11	0	0	16	4	0	0	4	0	9	0	9	29
02:30 PM		7	8	0	0	15	7	1	0	8	0	11	0	11	34
02:45 PM		7	5	0	0	12	4	3	0	7	3	5	0	8	27
Total		24	24	0	0	48	21	5	0	26	4	32	0	36	110
03:00 PM		10	10	0	0	20	4	5	0	9	3	16	0	19	48
03:15 PM		10	10	0	0	20	6	1	1	8	1	25	0	26	54
03:30 PM		10	11	0	0	21	6	1	0	7	0	10	0	10	38
03:45 PM		4	6	0	0	10	7	2	0	9	2	11	0	13	32
Total		34	37	0	0	71	23	9	1	33	6	62	0	68	172
04:00 PM		8	8	0	0	16	8	2	0	10	1	17	0	18	44
04:15 PM		5	6	0	0	11	8	0	0	8	1	12	0	13	32
04:30 PM		7	8	0	0	15	5	1	0	6	1	14	0	15	36
04:45 PM		10	5	0	0	15	15	1	0	16	3	19	0	22	53
Total		30	27	0	0	57	36	4	0	40	6	62	0	68	165
05:00 PM		15	19	1	0	35	10	1	0	11	2	15	0	17	63
05:15 PM		11	12	1	0	24	10	0	0	10	2	19	0	21	55
05:30 PM		10	18	0	0	28	11	3	0	14	2	26	0	28	70
05:45 PM		8	15	1	0	24	10	1	0	11	1	30	0	31	66
Total		44	64	3	0	111	41	5	0	46	7	90	0	97	254
06:00 PM		6	9	0	0	15	9	0	0	9	1	17	0	18	42
06:15 PM		6	12	0	0	18	7	1	1	9	2	10	0	12	39
06:30 PM		6	11	0	2	19	9	0	2	11	1	7	0	8	38
06:45 PM		10	13	0	1	24	6	0	1	7	3	9	0	12	43
Total		28	45	0	3	76	31	1	4	36	7	43	0	50	162
Grand Total		329	370	4	14	717	260	59	13	332	60	507	1	568	1617
Apprch %		45.9	51.6	0.6	2		78.3	17.8	3.9		10.6	89.3	0.2		
Total %		20.3	22.9	0.2	0.9	44.3	16.1	3.6	0.8	20.5	3.7	31.4	0.1	35.1	

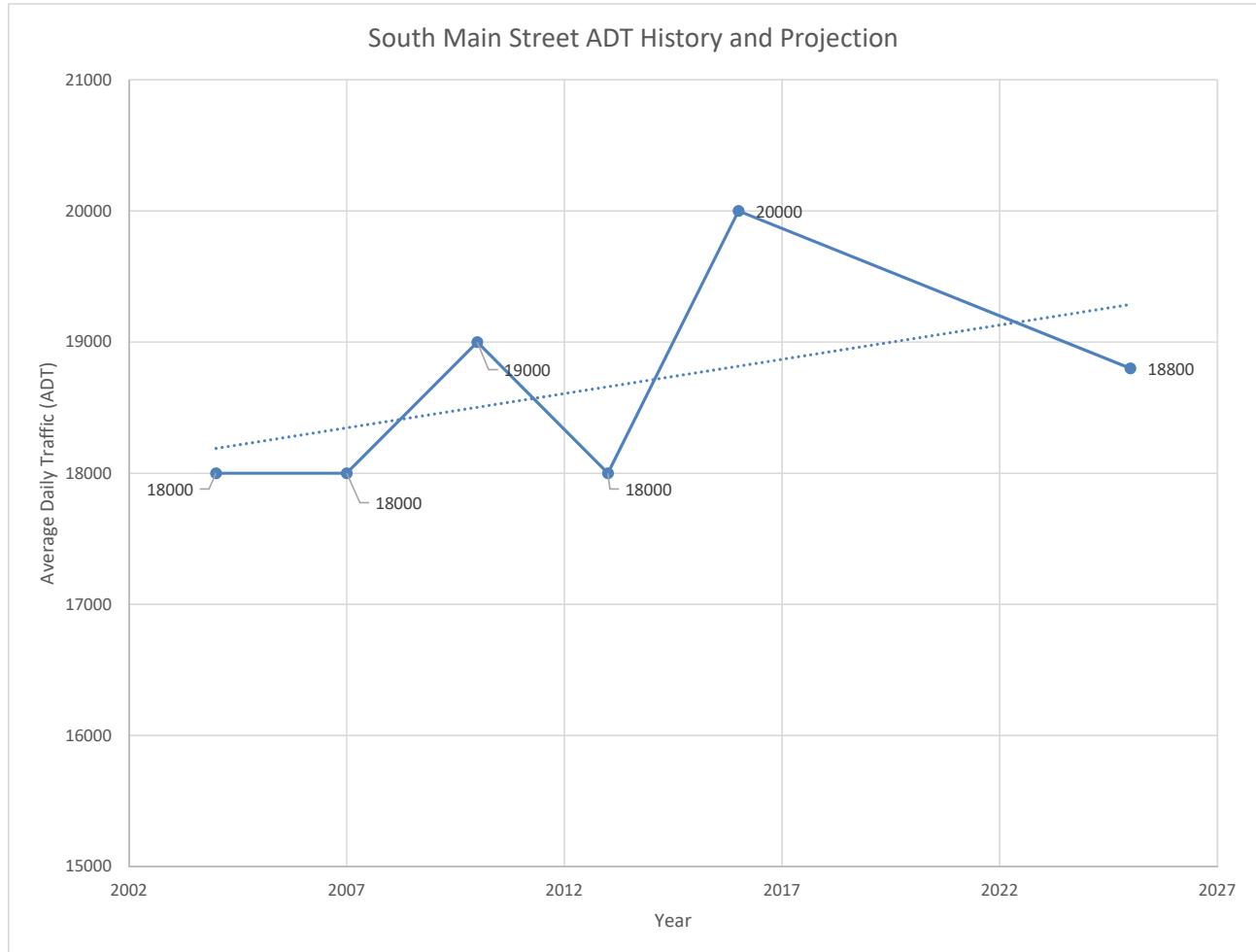
Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 10-Willard Dr. & Eheart St.
 Site Code :
 Start Date : 5/3/2017
 Page No : 2

Start Time	Willard Dr Southbound				Willard Dr Northbound				Eheart St Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total				
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 08:30 AM														
08:30 AM	9	6	0	15	5	4	9	1	7	8			32	
08:45 AM	3	4	0	7	8	2	10	0	3	3			20	
09:00 AM	7	12	0	19	4	2	6	3	13	16			41	
09:15 AM	6	6	0	12	3	3	6	2	3	5			23	
Total Volume	25	28	0	53	20	11	31	6	26	32			116	
% App. Total	47.2	52.8	0		64.5	35.5		18.8	81.2					
PHF	.694	.583	.000	.697	.625	.688	.775	.500	.500	.500			.707	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 05:00 PM														
05:00 PM	15	19	1	35	10	1	11	2	15	17			63	
05:15 PM	11	12	1	24	10	0	10	2	19	21			55	
05:30 PM	10	18	0	28	11	3	14	2	26	28			70	
05:45 PM	8	15	1	24	10	1	11	1	30	31			66	
Total Volume	44	64	3	111	41	5	46	7	90	97			254	
% App. Total	39.6	57.7	2.7		89.1	10.9		7.2	92.8					
PHF	.733	.842	.750	.793	.932	.417	.821	.875	.750	.782			.907	

Data Source: VDOT Historical ADT Data

Year	South Main Street - ADT	
	ADT	Notes
2004	18000	
2007	18000	
2010	19000	
2013	18000	
2016	20000	Data not available when study began
2025	18800	Rate used in original study, increased to 0.5%
Linear growth rate 2004-2013	0.21%	Rate used in revised study
Linear growth rate 2004-2016	0.83%	



Virginia Department of Transportation
Mobility Management Division
2004
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Blacksburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
412 Prices Fork Rd	Town of Blacksburg	1.07	27000	F	98%	0%	1%	0%	0%	0%	C	0.093	F	0.59	30000	F
412 Prices Fork Rd	Town of Blacksburg	0.28	18000	F	98%	0%	1%	0%	1%	0%	C	0.086	F	0.56	19000	F
460	Town of Blacksburg (Maint: 60)	3.70	16000	F	94%	0%	1%	1%	4%	0%	C	0.083	F	0.569	17000	F
460	Town of Blacksburg (Maint: 60)	2.97	33000	F	94%	0%	1%	1%	3%	0%	C	0.1	F	0.525	35000	F
460	Town of Blacksburg (Maint: 60)	0.72	33000	F	90%	0%	1%	1%	7%	1%	F	0.094	F	0.616	34000	F
Bus 460 Main St	Town of Blacksburg	1.01	4300	F	98%	0%	1%	1%	0%	0%	C	0.098	F	0.673	4700	F
Bus 460 Main St	Town of Blacksburg	0.87	7200	F	98%	0%	1%	0%	0%	0%	C	0.105	F	0.639	7900	F
Bus 460 Main St	Town of Blacksburg	0.44	12000	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.596	13000	F
Bus 460 Main St	Town of Blacksburg	0.26	15000	F	98%	0%	1%	0%	0%	0%	F	0.09	F	0.582	16000	F
Bus 460 Main St	Town of Blacksburg	0.17	17000	F	98%	1%	1%	0%	0%	0%	C	0.085	F	0.565	19000	F
Bus 460 Main St	Town of Blacksburg	0.53	18000	F	98%	0%	1%	0%	0%	0%	C	0.083	F	0.572	20000	F
Bus 460 Main St	Town of Blacksburg	0.19	16000	F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.575	18000	F
Bus 460 Main St	Town of Blacksburg	0.53	18000	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.516	20000	F
Bus 460 Main St	Town of Blacksburg	1.00	18000	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.522	20000	F
Bus 460 Main St	Town of Blacksburg	1.33	19000	F	98%	0%	1%	0%	0%	0%	C	0.092	F	0.510	21000	F

Virginia Department of Transportation
Traffic Engineering Division
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Blacksburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
412 Prices Fork Rd	Town of Blacksburg	1.07	27000	F	98%	1%	1%	0%	0%	0%	C	0.086	F	0.58	30000	F
412 Prices Fork Rd	Town of Blacksburg	0.28	18000	F	98%	1%	1%	0%	0%	0%	F	0.084	F	0.522	20000	F
460	Town of Blacksburg (Maint: 60)	0.40	13000	F	90%	1%	1%	1%	7%	1%	F	0.096	F	0.699	13000	F
460	Town of Blacksburg (Maint: 60)	3.30	13000	F	90%	1%	1%	1%	7%	1%	C	0.092	F	0.693	14000	F
460	Town of Blacksburg (Maint: 60)	2.97	32000	F	94%	0%	1%	1%	3%	0%	C	0.102	F	0.545	34000	F
460	Town of Blacksburg (Maint: 60)	0.72	36000	F	94%	0%	1%	1%	3%	0%	F	0.095	F	0.635	38000	F
Bus 460 Main St	Town of Blacksburg	1.01	4800	F	98%	0%	1%	1%	0%	0%	C	0.105	F	0.707	5200	F
Bus 460 Main St	Town of Blacksburg	0.87	8100	F	98%	0%	1%	0%	0%	0%	C	0.102	F	0.636	8700	F
Bus 460 Main St	Town of Blacksburg	0.44	14000	F	98%	0%	1%	0%	0%	0%	F	0.085	F	0.613	16000	F
Bus 460 Main St	Town of Blacksburg	0.26	14000	F	98%	0%	1%	0%	0%	0%	F	0.083	F	0.529	15000	F
Bus 460 Main St	Town of Blacksburg	0.17	18000	F	98%	1%	1%	0%	0%	0%	C	0.083	F	0.550	19000	F
Bus 460 Main St	Town of Blacksburg	0.53	19000	F	98%	0%	1%	0%	0%	0%	C	0.079	F	0.539	21000	F
Bus 460 Main St	Town of Blacksburg	0.19	17000	F	98%	0%	1%	1%	0%	0%	F	0.079	F	0.501	18000	F
Bus 460 Main St	Town of Blacksburg	0.53	18000	F	98%	0%	1%	1%	0%	0%	F	0.091	F	0.510	19000	F
Bus 460 Main St	Town of Blacksburg	1.00	20000	F	98%	0%	1%	0%	0%	0%	C	0.090	F	0.509	22000	F
Bus 460 Main St	Town of Blacksburg	1.33	21000	F	98%	0%	1%	1%	0%	0%	C	0.086	F	0.533	23000	F
	To: US 460, ECL Blacksburg															

Virginia Department of Transportation
Traffic Engineering Division
2010
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Blacksburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
314 Southgate Dr	Town of Blacksburg (Maint: 60)	0.15	NA										NA		NA	
	From: US 460	To: 0.15 Mile E US 460														
412 Prices Fork Rd	Town of Blacksburg	1.07	27000	F	97%	2%	0%	0%	0%	0%	C	0.085	F	0.547	29000	F
	From: US 460	To: Toms Creek Rd														
412 Prices Fork Rd	Town of Blacksburg	0.28	17000	F	97%	2%	0%	0%	0%	0%	F	0.084	F	0.501	18000	F
	From: Toms Creek Rd	To: Main St														
460	Town of Blacksburg (Maint: 60)	0.40	12000	F	91%	0%	1%	1%	7%	0%	F	0.094	F	0.701	13000	F
	From: NCL Blacksburg	To: Bus US 460														
460	Town of Blacksburg (Maint: 60)	3.30	15000	F	93%	0%	1%	1%	5%	0%	C	0.093	F	0.694	16000	F
	From: Bus US 460, N Main St	To: SR 412 Prices Fork Rd														
460	Town of Blacksburg (Maint: 60)	2.97	34000	F	95%	0%	1%	1%	3%	0%	C	0.095	F	0.564	36000	F
	From: SR 412 Prices Fork Rd	To: Southgate Dr														
460	Town of Blacksburg (Maint: 60)	0.72	37000	F	95%	0%	1%	1%	3%	0%	F	0.097	F	0.634	40000	F
	From: Southgate Dr	To: SCL Blacksburg														
Bus 460 Main St	Town of Blacksburg	0.29	17000	N	98%	0%	0%	0%	0%	0%	N	0.091	N	0.576	18000	N
	From: US 460; SCL Blacksburg	To: SCL Blacksburg														
Bus 460 Main St	Town of Blacksburg	1.01	4700	F	98%	1%	0%	0%	0%	0%	F	0.101	F	0.701	5000	F
	From: US 460	To: Mount Tabor Rd														
Bus 460 Main St	Town of Blacksburg	0.87	7300	F	98%	1%	0%	0%	0%	0%	C	0.101	F	0.663	7800	F
	From: Mount Tabor Rd	To: Patrick Henry Dr														
Bus 460 Main St	Town of Blacksburg	0.44	13000	F	98%	1%	0%	0%	0%	0%	F	0.086	F	0.563	14000	F
	From: Patrick Henry Dr	To: Broce Dr														
Bus 460 Main St	Town of Blacksburg	0.26	14000	F	98%	1%	0%	0%	0%	0%	F	0.087	F	0.545	15000	F
	From: Broce Dr	To: Progress St														
Bus 460 Main St	Town of Blacksburg	0.17	18000	F	98%	1%	0%	0%	0%	0%	F	0.090	F	0.577	19000	F
	From: Progress St	To: Prices Fork Rd														
Bus 460 Main St	Town of Blacksburg	0.53	19000	F	98%	1%	0%	0%	0%	0%	F	0.080	F	0.574	20000	F
	From: Prices Fork Rd	To: Roanoke St														
Bus 460 Main St	Town of Blacksburg	0.19	18000	F	98%	1%	1%	0%	0%	0%	F	0.075	F	0.515	20000	F
	From: Roanoke St	To: Clay St														

Virginia Department of Transportation
Traffic Engineering Division
2010
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Blacksburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axe	3+Axe	1Trail	2Trail						
Bus 460 Main St	Town of Blacksburg	0.53	19000	F	98%	1%	1%	0%	0%	0%	F	0.086	F	0.539	20000	F
Bus 460 Main St	Town of Blacksburg	1.00	21000	F	98%	1%	1%	0%	0%	0%	F	0.086	F	0.509	22000	F
Bus 460 Main St	Town of Blacksburg	1.43	22000	F	98%	1%	1%	0%	0%	0%	C	0.091	F	0.542	23000	F
					US 460; SCL Blackburg											

Virginia Department of Transportation
Traffic Engineering Division
2013
Annual Average Daily Traffic Volume Estimates By Section of Route
Montgomery Maintenance Area

Montgomery Maintenance Area																		
Route	Jurisdiction	Length	AADT		QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	
			From:	To:				2Axle	3+Axle	1Trail	2Trail							
Bus 460 11 Roanoke St	Town of Christiansburg	0.11	11000	F	98%	0%	1%	1%	0%	0%	F	0.098	F	0.57	12000	F		
Bus 460 11 Roanoke St	Town of Christiansburg	0.98	12000	F	98%	0%	1%	1%	0%	0%	F	0.103	F	0.577	12000	F		
Bus 460 11 Roanoke St	Town of Christiansburg	0.86	16000	F	98%	0%	1%	0%	0%	0%	C	0.104	F	0.602	17000	F		
Bus 460 Main St	Town of Blacksburg	1.01	4300	F	98%	0%	1%	1%	0%	0%	C	0.102	F	0.553	4600	F		
Bus 460 Main St	Town of Blacksburg	0.87	6800	F	98%	1%	0%	0%	0%	0%	C	0.098	F	0.681	7200	F		
Bus 460 Main St	Town of Blacksburg	0.44	12000	F	98%	1%	0%	0%	0%	0%	F	0.088	F	0.545	13000	F		
Bus 460 Main St	Town of Blacksburg	0.26	13000	F	98%	1%	0%	0%	0%	0%	F	0.089	F	0.510	14000	F		
Bus 460 Main St	Town of Blacksburg	0.17	16000	F	98%	1%	1%	0%	0%	0%	C	0.086	F	0.505	17000	F		
Bus 460 Main St	Town of Blacksburg	0.53	17000	F	98%	0%	1%	0%	0%	0%	C	0.082	F	0.523	18000	F		
Bus 460 Main St	Town of Blacksburg	0.19	17000	F	98%	1%	0%	0%	0%	0%	F	0.083	F	0.504	18000	F		
Bus 460 Main St	Town of Blacksburg	0.53	18000	F	98%	1%	0%	0%	0%	0%	F	0.092	F	0.522	19000	F		
Bus 460 Main St	Town of Blacksburg	1.00	19000	F	98%	0%	1%	0%	0%	0%	C	0.094	F	0.522	20000	F		
Bus 460 Main St	Town of Blacksburg	1.43	21000	F	98%	1%	0%	0%	0%	0%	C	0.1	F	0.504	22000	F		

Virginia Department of Transportation
Traffic Engineering Division
2016
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Blacksburg

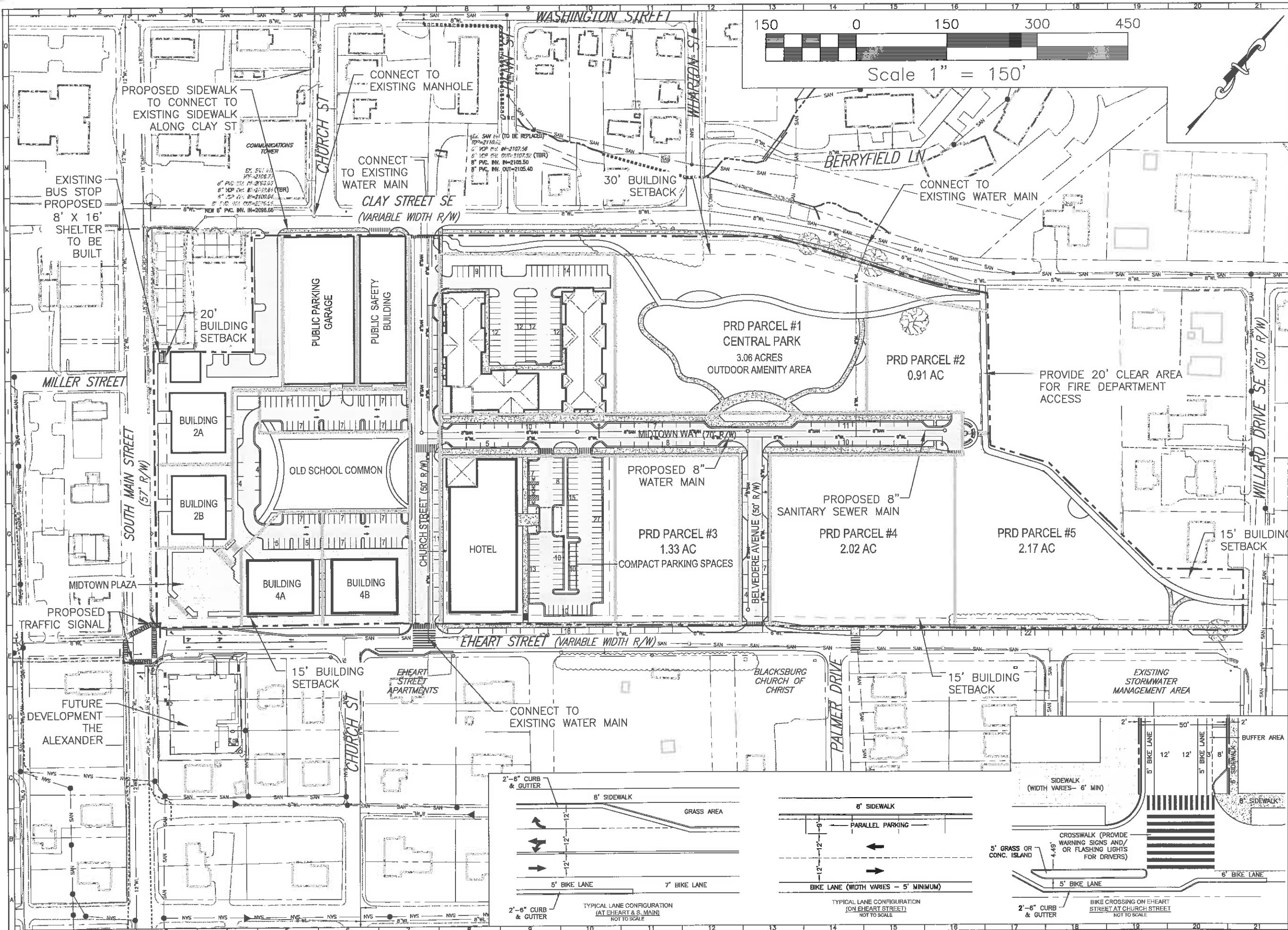
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
314 Southgate Dr	Town of Blacksburg (Maint: 60)	0.15	10000 G	98%	0%	0%	1%	0%	0%	0%	C	0.120	0.769	11000	G	
							From US 460	To 0.15 Mile E US 460								
412 Prices Fork Rd	Town of Blacksburg	1.07	28000 F	97%	2%	0%	0%	1%	0%	0%	C	0.088	0.573	30000	F	
							From US 460	To Toms Creek Rd								
412 Prices Fork Rd	Town of Blacksburg	0.28	21000 F	97%	2%	0%	0%	1%	0%	0%	F	0.084	0.549	22000	F	
							From Main St	To Toms Creek Rd								
460	Town of Blacksburg (Maint: 60)	0.40	14000 F	91%	1%	1%	1%	7%	0%	0%	C	0.095	0.657	15000	F	
							From NCL Blacksburg	To Bus US 460								
460	Town of Blacksburg (Maint: 60)	3.30	16000 F	90%	1%	1%	1%	7%	0%	0%	C	0.101	0.706	17000	F	
							From Bus US 460, N Main St	To SR 412 Prices Fork Rd								
460	Town of Blacksburg (Maint: 60)	2.97	36000 F	95%	0%	1%	1%	3%	0%	0%	C	0.103	0.547	38000	F	
							From SR 412 Prices Fork Rd	To Southgate Dr								
460	Town of Blacksburg (Maint: 60)	0.72	41000 F	95%	0%	1%	1%	3%	0%	0%	F	0.103	0.653	44000	F	
							From BUS US 460	To SCL Blacksburg								
Bus 460 Main St	Town of Blacksburg	0.29	17000 N	98%	0%	1%	0%	0%	0%	0%	N	0.091	0.593	18000	N	
							From US 460; SCL Blacksburg	To SCL Blacksburg								
Bus 460 Main St	Town of Blacksburg	1.01	5000 F	98%	0%	1%	1%	0%	0%	0%	C	0.1	0.57	5400	F	
							From US 460	To Mount Tabor Rd								
Bus 460 Main St	Town of Blacksburg	0.87	7500 F	98%	1%	0%	0%	0%	0%	0%	C	0.098	0.636	8000	F	
							From Mount Tabor Rd	To Patrick Henry Dr								
Bus 460 Main St	Town of Blacksburg	0.44	15000 F	98%	1%	0%	0%	0%	0%	0%	F	0.081	0.562	16000	F	
							From Patrick Henry Dr	To Broce Dr								
Bus 460 Main St	Town of Blacksburg	0.26	16000 F	98%	1%	0%	0%	0%	0%	0%	F	0.082	0.534	17000	F	
							From Broce Dr	To Progress St								
Bus 460 Main St	Town of Blacksburg	0.17	17000 F	98%	1%	0%	0%	0%	0%	0%	F	0.081	0.513	18000	F	
							From Progress St	To Prices Fork Rd								
Bus 460 Main St	Town of Blacksburg	0.53	18000 F	98%	1%	0%	0%	0%	0%	0%	F	0.076	0.521	20000	F	
							From Prices Fork Rd	To Roanoke St								
Bus 460 Main St	Town of Blacksburg	0.19	17000 F	98%	1%	1%	0%	0%	0%	0%	F	0.077	0.508	18000	F	
							From Roanoke St	To Clay St								

Virginia Department of Transportation
 Traffic Engineering Division
 2016
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Blacksburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 460 Main St	Town of Blacksburg	0.53	20000	F	98%	1%	1%	0%	0%	0%	F	0.087	0.529	21000	F	
Bus 460 Main St	Town of Blacksburg	1.00	22000	F	98%	1%	1%	0%	0%	0%	F	0.092	0.500	23000	F	
Bus 460 Main St	Town of Blacksburg	1.43	23000	F	98%	1%	1%	0%	0%	0%	C	0.092	0.523	25000	F	
					US 460; SCL Blacksburg											

APPENDIX B

OBMS REDEVELOPMENT INFORMATION



APPENDIX C

TRAFFIC SIGNAL WARRANTS

ANALYSIS

Analyst: JPH
 Agency: WRA
 Date: 02/05/2019
 Project ID: OBMS Development
 EW Street: Eheart Street

Intersection: South Main at Eheart
 Jurisdiction: Town of Blacksburg
 Units: U.S. Customary
 Analysis Year: 2025
 NS Street: South Main Street

General Information

Major St. Speed (mph): 25
 Nearest Signal (ft): 700
 Crashes per Yr: 2

Population: Not less than 10000
 Coordinated Signal System: Y

School Crossing

Students in Highest Hour: 0
 Adequate Gaps in Period: 0
 Minutes in Period: 0

Roadway Network

Two Major Routes: 0
 Weekend Count: 0
 5-yr Growth Factor: 0

	Geometry and Traffic											
	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	1	1	1	0	1	1	0
LaneUsage		LTR		LT	R		L	TR		L	TR	

Results

Warrant 1: Eight-Hour Vehicular Volume [X]
 1 A. Minimum Vehicular Volumes []
 1 B. Interruption of Continuous Traffic [X]
 1 80% Vehicular --and-- Interruption Volumes []

Warrant 2: Four-Hour Vehicular Volume
 2 A. Four-Hour Vehicular Volumes [X]

Warrant 3: Peak Hour [X]
 3 A. Peak-Hour Conditions []
 3 B. Peak-Hour Vehicular Volume Hours Met [X]

Warrant 4: Pedestrian Volume []
 4 A. Four Hour Volumes []
 4 B. One-Hour Volumes []

Warrant 5: School Crossing []
 5 A. Student Volumes []
 5 B. Gaps Same Period []

Warrant 6: Coordinated Signal System
 6 Degree of Platooning [X]

Warrant 7: Crash Experience []
 7 A. Adequate trials of alternatives []

7 B. Reported crashes []

7 80% Volumes for Warrants 1A, 1B --or-- 4 [X]

Warrant 8: Roadway Network []

8 A. Weekday Volume []

8 B. Weekend Volume []

Warrant 9: Grade Crossing []

9 A. Grade Crossing within 140 ft --and-- []

9 B. Peak-Hour Vehicular Volumes []

Hours	Summary											
	Major	Minor	Total	Delay	1A	1A	1B	1B	2	3A	3B	
	Volume	Volume	Volume	(Veh-hr)	100%	80%	100%	80%	100%	100%	100%	
07-08	1019	101	1133	0.0	No	No	Yes	Yes	No	No	No	No
08-09	1311	129	1458	0.0	No	No	Yes	Yes	Yes	No	No	No
09-10	1360	110	1483	0.0	No	No	Yes	Yes	No	No	No	No
10-11	1359	97	1470	0.0	No	No	No	Yes	No	No	No	No
11-12	1457	87	1557	0.0	No	No	No	Yes	No	No	No	No
12-13	1562	129	1716	0.0	No	No	Yes	Yes	Yes	No	No	No
13-14	1565	122	1706	0.0	No	No	Yes	Yes	Yes	No	No	No
14-15	1544	114	1680	0.0	No	No	Yes	Yes	No	No	No	No
15-16	1724	121	1866	0.0	No	No	Yes	Yes	Yes	No	No	No
16-17	1804	121	1945	0.0	No	No	Yes	Yes	Yes	No	No	No
17-18	1923	173	2119	0.0	No	Yes	Yes	Yes	Yes	No	Yes	
18-19	1666	142	1824	0.0	No	No	Yes	Yes	Yes	No	No	No
Total	18294	1446	19957		0	1	10	12	7	0	1	

Traffic Volumes (vph)

Eastbound			Westbound			Northbound			Southbound		
L	T	R	L	T	R	L	T	R	L	T	R
3	6	4	46	4	51	3	546	66	24	376	4
5	10	3	61	5	63	5	664	107	37	496	2
3	6	4	39	4	67	7	709	63	31	547	3
5	6	3	36	5	56	7	679	71	33	568	1
4	6	3	36	3	48	5	603	75	43	726	5
1	11	13	74	10	45	4	668	71	34	782	3
0	10	9	71	6	45	5	709	70	38	739	4
1	10	11	70	6	38	10	716	73	33	711	1
1	10	10	74	6	41	6	753	84	35	841	5
1	12	7	71	6	44	6	764	76	44	912	2
2	16	5	105	10	58	2	805	118	38	957	3
1	10	5	78	6	58	6	775	75	51	758	1

Pedestrian Volumes and Gaps (Per Hour)

Volume	Gap	Volume	Gap	Volume	Gap	Volume	Gap
3	0	9	0	1	0	7	0
6	0	10	0	0	0	5	0
5	0	7	0	0	0	7	0
6	0	15	0	0	0	4	0
4	0	4	0	0	0	6	0
7	0	14	0	1	1	9	0
8	0	7	0	0	0	3	0
6	0	3	0	0	0	2	0
7	0	5	0	0	0	14	0
10	0	10	0	0	0	9	0
7	0	10	0	0	0	10	0
6	0	23	0	1	0	15	0

Delay	sec/veh	veh-hrs	sec/veh	veh-hrs	sec/veh	veh-hrs	sec/veh	veh-hrs
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

APPENDIX D

SYNCHRO CAPACITY ANALYSIS RESULTS

HCM Signalized Intersection Capacity Analysis

100: South Main Street & Washington Street

09/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↓			↔		↑	↓		↑	↓	
Traffic Volume (vph)	60	30	53	20	28	15	30	436	21	7	400	47
Future Volume (vph)	60	30	53	20	28	15	30	436	21	7	400	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9				5.9		6.1	6.1		6.1	6.1
Lane Util. Factor	1.00	1.00				1.00		1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	0.97				0.99		1.00	1.00		1.00	0.99
Flpb, ped/bikes	1.00	1.00				1.00		1.00	1.00		1.00	1.00
Fr _t	1.00	0.90				0.97		1.00	0.99		1.00	0.98
Flt Protected	0.95	1.00				0.98		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	1673				1726		1770	1794		1583	1755
Flt Permitted	0.54	1.00				0.86		0.39	1.00		0.43	1.00
Satd. Flow (perm)	1010	1673				1507		734	1794		720	1755
Peak-hour factor, PHF	0.94	0.94	0.94	0.88	0.88	0.88	0.90	0.90	0.90	0.88	0.88	0.88
Adj. Flow (vph)	64	32	56	23	32	17	33	484	23	8	455	53
RTOR Reduction (vph)	0	46	0	0	10	0	0	1	0	0	3	0
Lane Group Flow (vph)	64	42	0	0	62	0	33	506	0	8	505	0
Confl. Peds. (#/hr)			6			10			18			13
Heavy Vehicles (%)	2%	0%	0%	11%	0%	0%	2%	5%	0%	14%	6%	4%
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	21.4	21.4			10.6		83.2	79.2		77.8	76.5	
Effective Green, g (s)	21.4	21.4			10.6		83.2	79.2		77.8	76.5	
Actuated g/C Ratio	0.18	0.18			0.09		0.69	0.66		0.65	0.64	
Clearance Time (s)	5.9	5.9			5.9		6.1	6.1		6.1	6.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	211	298			133		543	1184		476	1118	
v/s Ratio Prot	c0.01	0.03					c0.00	c0.28		0.00	c0.29	
v/s Ratio Perm	0.04			c0.04			0.04			0.01		
v/c Ratio	0.30	0.14			0.47		0.06	0.43		0.02	0.45	
Uniform Delay, d1	42.4	41.6			52.0		6.6	9.7		7.7	11.1	
Progression Factor	1.00	1.00			1.00		0.71	0.52		1.00	1.00	
Incremental Delay, d2	0.8	0.2			2.6		0.0	1.0		0.0	1.3	
Delay (s)	43.2	41.8			54.6		4.7	6.1		7.7	12.4	
Level of Service	D	D			D		A	A		A	B	
Approach Delay (s)		42.4			54.6			6.0			12.3	
Approach LOS		D			D		A				B	
Intersection Summary												
HCM 2000 Control Delay		15.6			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.44										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)			24.0				
Intersection Capacity Utilization		46.2%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

100: South Main Street & Washington Street

09/12/2017



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	64	88	72	33	507	8	508
v/c Ratio	0.31	0.27	0.50	0.06	0.40	0.01	0.43
Control Delay	44.0	19.1	55.3	4.4	5.6	6.3	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	44.0	19.1	55.3	4.4	5.9	6.3	13.1
Queue Length 50th (ft)	42	21	46	5	75	2	198
Queue Length 95th (ft)	78	64	88	m11	97	7	316
Internal Link Dist (ft)		236	232		254		583
Turn Bay Length (ft)	150			100		100	
Base Capacity (vph)	208	502	274	609	1276	576	1174
Starvation Cap Reductn	0	0	0	0	262	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.18	0.26	0.05	0.50	0.01	0.43

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

105: South Main Street & Clay Street

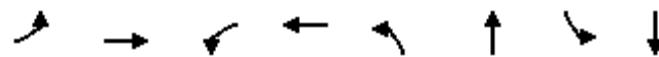
09/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑		↑	↑		↑	↑	
Traffic Volume (vph)	10	20	14	118	62	29	15	448	72	18	446	9
Future Volume (vph)	10	20	14	118	62	29	15	448	72	18	446	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.3	6.3		5.7	5.7		5.7	5.7	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Fr _t	1.00	0.94		1.00	0.95		1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1714		1752	1778		1597	1747		1805	1818	
Flt Permitted	0.69	1.00		0.72	1.00		0.41	1.00		0.39	1.00	
Satd. Flow (perm)	1312	1714		1333	1778		692	1747		750	1818	
Peak-hour factor, PHF	0.65	0.65	0.65	0.88	0.88	0.88	0.94	0.94	0.94	0.86	0.86	0.86
Adj. Flow (vph)	15	31	22	134	70	33	16	477	77	21	519	10
RTOR Reduction (vph)	0	19	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	15	34	0	134	103	0	16	554	0	21	529	0
Confl. Peds. (#/hr)				1			1			16		9
Heavy Vehicles (%)	0%	5%	0%	3%	0%	3%	13%	4%	13%	0%	4%	11%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	17.4	17.4		17.4	17.4		84.8	82.3		85.0	82.4	
Effective Green, g (s)	17.4	17.4		17.4	17.4		84.8	82.3		85.0	82.4	
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.71	0.69		0.71	0.69	
Clearance Time (s)	6.3	6.3		6.3	6.3		5.7	5.7		5.7	5.7	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	190	248		193	257		507	1198		554	1248	
v/s Ratio Prot		0.02			0.06		0.00	c0.32		c0.00	0.29	
v/s Ratio Perm	0.01		c0.10				0.02			0.03		
v/c Ratio	0.08	0.14		0.69	0.40		0.03	0.46		0.04	0.42	
Uniform Delay, d1	44.4	44.8		48.8	46.6		5.6	8.7		5.7	8.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		0.61	0.44	
Incremental Delay, d2	0.2	0.3		10.3	1.0		0.0	1.3		0.0	1.0	
Delay (s)	44.5	45.0		59.1	47.6		5.7	10.0		3.5	4.6	
Level of Service	D	D		E	D		A	A		A	A	
Approach Delay (s)		44.9			54.1			9.8			4.6	
Approach LOS		D			D		A			A		
Intersection Summary												
HCM 2000 Control Delay		16.8		HCM 2000 Level of Service				B				
HCM 2000 Volume to Capacity ratio		0.49										
Actuated Cycle Length (s)		120.0		Sum of lost time (s)				17.7				
Intersection Capacity Utilization		51.4%		ICU Level of Service				A				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

105: South Main Street & Clay Street

09/12/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	53	134	103	16	554	21	529
v/c Ratio	0.08	0.20	0.70	0.40	0.03	0.44	0.03	0.41
Control Delay	42.2	29.4	66.6	49.7	5.1	10.5	3.1	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	42.2	29.4	66.6	49.7	5.1	10.5	3.1	5.0
Queue Length 50th (ft)	10	21	100	73	3	132	2	56
Queue Length 95th (ft)	21	35	154	118	10	339	m6	97
Internal Link Dist (ft)		234		236		205		254
Turn Bay Length (ft)	150		150		175		100	
Base Capacity (vph)	291	398	296	395	586	1248	641	1299
Starvation Cap Reductn	0	0	0	0	0	0	0	214
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.13	0.45	0.26	0.03	0.44	0.03	0.49

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Unsignalized Intersection Capacity Analysis

110: South Main Street & Miller Street

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	Y	Y	
Traffic Volume (veh/h)	3	64	56	532	567	11
Future Volume (Veh/h)	3	64	56	532	567	11
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.88	0.88	0.86	0.86
Hourly flow rate (vph)	3	69	64	605	659	13
Pedestrians	2					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				285		
pX, platoon unblocked	0.80	0.80	0.80			
vC, conflicting volume	1400	668	674			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1376	465	473			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	85	93			
cM capacity (veh/h)	120	475	883			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	72	64	605	672		
Volume Left	3	64	0	0		
Volume Right	69	0	0	13		
cSH	423	883	1700	1700		
Volume to Capacity	0.17	0.07	0.36	0.40		
Queue Length 95th (ft)	15	6	0	0		
Control Delay (s)	15.3	9.4	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	15.3	0.9		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay		1.2				
Intersection Capacity Utilization		48.0%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

115: South Main Street & Eheart Street

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	3	1	0	40	5	547	15	20	606	5
Future Volume (Veh/h)	1	0	3	1	0	40	5	547	15	20	606	5
Sign Control	Stop				Stop			Free			Free	
Grade	0%				0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	0.60	0.60	0.60	0.89	0.89	0.89	0.93	0.93	0.93
Hourly flow rate (vph)	1	0	3	2	0	67	6	615	17	22	652	5
Pedestrians						4						6
Lane Width (ft)			12.0			12.0						12.0
Walking Speed (ft/s)			3.5			3.5						3.5
Percent Blockage			0			0						1
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												714
pX, platoon unblocked	0.87	0.87	0.87	0.87	0.87		0.87					
vC, conflicting volume	1402	1350	658	1338	1344	634	661				636	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1387	1327	528	1313	1320	634	530				636	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.3				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.4				2.2	
p0 queue free %	99	100	99	98	100	86	99				98	
cM capacity (veh/h)	87	130	478	114	132	471	820				930	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	4	69	6	632	22	657						
Volume Left	1	2	6	0	22	0						
Volume Right	3	67	0	17	0	5						
cSH	225	432	820	1700	930	1700						
Volume to Capacity	0.02	0.16	0.01	0.37	0.02	0.39						
Queue Length 95th (ft)	1	14	1	0	2	0						
Control Delay (s)	21.3	14.9	9.4	0.0	9.0	0.0						
Lane LOS	C	B	A		A							
Approach Delay (s)	21.3	14.9	0.1		0.3							
Approach LOS	C	B										
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			44.0%			ICU Level of Service					A	
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
120: South Main Street & Airport Road/Graves Avenue

09/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	2	28	0	0	0	32	593	14	7	621	22
Future Volume (vph)	14	2	28	0	0	0	32	593	14	7	621	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.2	6.2				6.6		6.6	
Lane Util. Factor	1.00	1.00						*0.80		*0.50		
Frpb, ped/bikes	1.00	1.00						1.00		1.00		
Flpb, ped/bikes	1.00	1.00						1.00		1.00		
Fr _t	1.00	0.85						1.00		0.99		
Flt Protected	0.96	1.00						1.00		1.00		
Satd. Flow (prot)	1817	1615						2935		1812		
Flt Permitted	0.96	1.00						0.84		0.95		
Satd. Flow (perm)	1817	1615						2462		1714		
Peak-hour factor, PHF	0.73	0.73	0.73	1.00	1.00	1.00	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	19	3	38	0	0	0	37	682	16	8	675	24
RTOR Reduction (vph)	0	0	35	0	0	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	22	3	0	0	0	0	734	0	0	706	0
Confl. Peds. (#/hr)	2							4			11	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	7%	0%	4%	9%
Turn Type	Perm	NA	Perm				pm+pt	NA		Perm	NA	
Protected Phases		4					5	2			6	
Permitted Phases	4		4				2			6		
Actuated Green, G (s)	4.9	4.9					43.9			43.9		
Effective Green, g (s)	4.9	4.9					43.9			43.9		
Actuated g/C Ratio	0.08	0.08					0.71			0.71		
Clearance Time (s)	6.2	6.2					6.6			6.6		
Vehicle Extension (s)	3.0	3.0					8.0			8.0		
Lane Grp Cap (vph)	144	128					1754			1221		
v/s Ratio Prot												
v/s Ratio Perm	0.01	0.00					0.30			c0.41		
v/c Ratio	0.15	0.02					0.42			0.58		
Uniform Delay, d1	26.4	26.1					3.6			4.3		
Progression Factor	1.00	1.00					1.00			1.00		
Incremental Delay, d2	0.5	0.1					0.7			1.9		
Delay (s)	26.9	26.2					4.3			6.2		
Level of Service	C	C					A			A		
Approach Delay (s)	26.5			0.0			4.3			6.2		
Approach LOS	C			A			A			A		
Intersection Summary												
HCM 2000 Control Delay		6.1		HCM 2000 Level of Service				A				
HCM 2000 Volume to Capacity ratio		0.62										
Actuated Cycle Length (s)		61.6		Sum of lost time (s)				19.4				
Intersection Capacity Utilization		55.5%		ICU Level of Service				B				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

120: South Main Street & Airport Road/Graves Avenue

09/12/2017



Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	22	38	735	707
v/c Ratio	0.09	0.13	0.37	0.51
Control Delay	26.2	2.2	4.8	6.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	26.2	2.2	4.8	6.9
Queue Length 50th (ft)	9	0	60	111
Queue Length 95th (ft)	22	0	135	291
Internal Link Dist (ft)	340		489	921
Turn Bay Length (ft)		100		
Base Capacity (vph)	769	732	2463	1713
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.03	0.05	0.30	0.41

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis

125: Church Street & Washington Street

09/12/2017

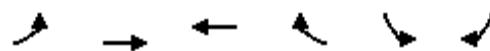


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	28	10	1	24	1	8	52	1	5	63	31
Future Volume (Veh/h)	20	28	10	1	24	1	8	52	1	5	63	31
Sign Control	Free				Free			Stop			Stop	
Grade	0%				0%			0%			0%	
Peak Hour Factor	0.69	0.69	0.69	0.65	0.65	0.65	0.81	0.81	0.81	0.92	0.92	0.92
Hourly flow rate (vph)	29	41	14	2	37	2	10	64	1	5	68	34
Pedestrians	3				2			2			12	
Lane Width (ft)		12.0				12.0			12.0			12.0
Walking Speed (ft/s)		3.5				3.5			3.5			3.5
Percent Blockage		0				0			0			1
Right turn flare (veh)												
Median type		None				None						
Median storage veh)												
Upstream signal (ft)		312										
pX, platoon unblocked												
vC, conflicting volume	51				57			221	163	52	195	169
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	51				57			221	163	52	195	169
tC, single (s)	4.3				4.1			7.1	6.5	6.2	7.1	6.5
tC, 2 stage (s)												
tF (s)	2.4				2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	98				100			98	91	100	99	90
cM capacity (veh/h)	1448				1557			641	701	1018	687	703
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	84	41	75	107								
Volume Left	29	2	10	5								
Volume Right	14	2	1	34								
cSH	1448	1557	695	776								
Volume to Capacity	0.02	0.00	0.11	0.14								
Queue Length 95th (ft)	2	0	9	12								
Control Delay (s)	2.7	0.4	10.8	10.4								
Lane LOS	A	A	B	B								
Approach Delay (s)	2.7	0.4	10.8	10.4								
Approach LOS			B	B								
Intersection Summary												
Average Delay			7.0									
Intersection Capacity Utilization		23.7%			ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

130: Clay Street & Church Street

09/12/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	80	150	31	15	59
Future Volume (Veh/h)	30	80	150	31	15	59
Sign Control	Free	Free		Stop		
Grade	0%	0%		0%		
Peak Hour Factor	0.60	0.60	0.93	0.93	0.89	0.89
Hourly flow rate (vph)	50	133	161	33	17	66
Pedestrians		6				
Lane Width (ft)		12.0				
Walking Speed (ft/s)		3.5				
Percent Blockage		1				
Right turn flare (veh)						
Median type	None	None				
Median storage veh)						
Upstream signal (ft)		316				
pX, platoon unblocked						
vC, conflicting volume	194			410	184	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	194			410	184	
tC, single (s)	4.2			6.5	6.2	
tC, 2 stage (s)						
tF (s)	2.3			3.6	3.3	
p0 queue free %	96			97	92	
cM capacity (veh/h)	1344			562	859	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	183	194	83			
Volume Left	50	0	17			
Volume Right	0	33	66			
cSH	1344	1700	775			
Volume to Capacity	0.04	0.11	0.11			
Queue Length 95th (ft)	3	0	9			
Control Delay (s)	2.4	0.0	10.2			
Lane LOS	A		B			
Approach Delay (s)	2.4	0.0	10.2			
Approach LOS			B			
Intersection Summary						
Average Delay		2.8				
Intersection Capacity Utilization		32.1%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

135: Willard Drive & Clay Street

09/12/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑ ↗			↖ ↘	↖ ↗	
Traffic Volume (veh/h)	70	15	36	154	17	36
Future Volume (Veh/h)	70	15	36	154	17	36
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.82	0.82	0.87	0.87	0.74	0.74
Hourly flow rate (vph)	85	18	41	177	23	49
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume		103		353	94	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol		103		353	94	
tC, single (s)		4.1		6.5	6.2	
tC, 2 stage (s)						
tF (s)		2.2		3.6	3.3	
p0 queue free %		97		96	95	
cM capacity (veh/h)		1502		619	960	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	103	218	72			
Volume Left	0	41	23			
Volume Right	18	0	49			
cSH	1700	1502	817			
Volume to Capacity	0.06	0.03	0.09			
Queue Length 95th (ft)	0	2	7			
Control Delay (s)	0.0	1.6	9.8			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.6	9.8			
Approach LOS		A				
Intersection Summary						
Average Delay		2.7				
Intersection Capacity Utilization		26.8%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

140: Willard Drive & Eheart Street

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	12	11	21	31	20
Future Volume (Veh/h)	32	12	11	21	31	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.50	0.78	0.78	0.70	0.70
Hourly flow rate (vph)	64	24	14	27	44	29
Pedestrians				1		
Lane Width (ft)				12.0		
Walking Speed (ft/s)				3.5		
Percent Blockage				0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	114	60	73			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	114	60	73			
tC, single (s)	6.5	6.4	4.5			
tC, 2 stage (s)						
tF (s)	3.6	3.5	2.6			
p0 queue free %	92	98	99			
cM capacity (veh/h)	850	965	1294			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	88	41	73			
Volume Left	64	14	0			
Volume Right	24	0	29			
cSH	879	1294	1700			
Volume to Capacity	0.10	0.01	0.04			
Queue Length 95th (ft)	8	1	0			
Control Delay (s)	9.6	2.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.6	2.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		4.7				
Intersection Capacity Utilization		18.7%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

145: Palmer Drive & Eheart Street

09/12/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Volume (veh/h)	30	5	15	16	25	14
Future Volume (Veh/h)	30	5	15	16	25	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.44	0.44	0.85	0.85	0.77	0.77
Hourly flow rate (vph)	68	11	18	19	32	18
Pedestrians				7	2	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				3.5	3.5	
Percent Blockage				1	0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume		81		130	82	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol		81		130	82	
tC, single (s)		4.3		6.4	6.2	
tC, 2 stage (s)						
tF (s)		2.3		3.5	3.3	
p0 queue free %		99		96	98	
cM capacity (veh/h)		1430		856	974	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	79	37	50			
Volume Left	0	18	32			
Volume Right	11	0	18			
cSH	1700	1430	895			
Volume to Capacity	0.05	0.01	0.06			
Queue Length 95th (ft)	0	1	4			
Control Delay (s)	0.0	3.7	9.3			
Lane LOS		A	A			
Approach Delay (s)	0.0	3.7	9.3			
Approach LOS		A				
Intersection Summary						
Average Delay		3.6				
Intersection Capacity Utilization		20.4%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis

100: South Main Street & Washington Street

09/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑			↔		↑	↑		↑	↑	
Traffic Volume (vph)	129	75	110	22	30	10	45	577	32	16	615	34
Future Volume (vph)	129	75	110	22	30	10	45	577	32	16	615	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9			5.9		6.1	6.1		6.1	6.1	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	0.97			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Fr _t	1.00	0.91			0.98		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1687			1784		1805	1841		1805	1843	
Flt Permitted	0.53	1.00			0.79		0.27	1.00		0.34	1.00	
Satd. Flow (perm)	999	1687			1442		510	1841		655	1843	
Peak-hour factor, PHF	0.86	0.86	0.86	0.77	0.77	0.77	0.98	0.98	0.98	0.95	0.95	0.95
Adj. Flow (vph)	150	87	128	29	39	13	46	589	33	17	647	36
RTOR Reduction (vph)	0	50	0	0	6	0	0	1	0	0	1	0
Lane Group Flow (vph)	150	165	0	0	75	0	46	621	0	17	682	0
Confl. Peds. (#/hr)			6			10			18			13
Heavy Vehicles (%)	0%	0%	0%	0%	3%	0%	0%	2%	0%	0%	2%	0%
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	23.5	23.5			10.1		81.3	75.8		75.5	72.9	
Effective Green, g (s)	23.5	23.5			10.1		81.3	75.8		75.5	72.9	
Actuated g/C Ratio	0.20	0.20			0.08		0.68	0.63		0.63	0.61	
Clearance Time (s)	5.9	5.9			5.9		6.1	6.1		6.1	6.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	246	330			121		404	1162		437	1119	
v/s Ratio Prot	c0.04	0.10					c0.01	c0.34		0.00	c0.37	
v/s Ratio Perm	c0.08				0.05		0.07			0.02		
v/c Ratio	0.61	0.50			0.62		0.11	0.53		0.04	0.61	
Uniform Delay, d1	43.9	43.0			53.1		9.3	12.3		9.2	14.7	
Progression Factor	1.00	1.00			1.00		0.77	0.53		1.00	1.00	
Incremental Delay, d2	4.2	1.2			9.0		0.1	1.5		0.0	2.5	
Delay (s)	48.1	44.2			62.1		7.3	8.0		9.2	17.1	
Level of Service	D	D			E		A	A		A	B	
Approach Delay (s)		45.8			62.1			8.0			17.0	
Approach LOS		D			E			A			B	
Intersection Summary												
HCM 2000 Control Delay		21.5			HCM 2000 Level of Service		C					
HCM 2000 Volume to Capacity ratio		0.61										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)			24.0				
Intersection Capacity Utilization		69.7%			ICU Level of Service		C					
Analysis Period (min)		15										
c Critical Lane Group												

Queues

100: South Main Street & Washington Street

09/12/2017



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	150	215	81	46	622	17	683
v/c Ratio	0.64	0.59	0.57	0.11	0.50	0.03	0.59
Control Delay	54.7	36.9	62.0	5.5	7.9	6.9	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Total Delay	54.7	36.9	62.0	5.5	8.4	6.9	18.3
Queue Length 50th (ft)	102	106	56	8	112	4	323
Queue Length 95th (ft)	150	165	87	m14	138	12	510
Internal Link Dist (ft)		236	232		254		583
Turn Bay Length (ft)	150			100		100	
Base Capacity (vph)	236	524	259	453	1238	536	1157
Starvation Cap Reductn	0	0	0	0	255	0	0
Spillback Cap Reductn	0	0	0	0	0	0	4
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.41	0.31	0.10	0.63	0.03	0.59

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

105: South Main Street & Clay Street

09/12/2017

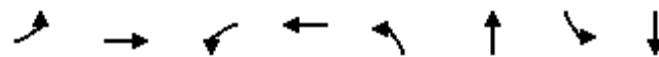


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑		↑	↑		↑	↑	
Traffic Volume (vph)	32	56	45	132	40	24	20	598	94	37	700	10
Future Volume (vph)	32	56	45	132	40	24	20	598	94	37	700	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.3	6.3		5.7	5.7		5.7	5.7	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Fr _t	1.00	0.93		1.00	0.94		1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1751		1787	1777		1805	1817		1805	1858	
Flt Permitted	0.71	1.00		0.63	1.00		0.28	1.00		0.27	1.00	
Satd. Flow (perm)	1343	1751		1190	1777		539	1817		513	1858	
Peak-hour factor, PHF	0.80	0.80	0.80	0.84	0.84	0.84	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	40	70	56	157	48	29	21	636	100	39	729	10
RTOR Reduction (vph)	0	25	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	40	101	0	157	77	0	21	736	0	39	739	0
Confl. Peds. (#/hr)			2			1			8			12
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	2%	0%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	19.6	19.6		19.6	19.6		81.4	78.9		84.0	80.2	
Effective Green, g (s)	19.6	19.6		19.6	19.6		81.4	78.9		84.0	80.2	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.68	0.66		0.70	0.67	
Clearance Time (s)	6.3	6.3		6.3	6.3		5.7	5.7		5.7	5.7	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	219	285		194	290		391	1194		400	1241	
v/s Ratio Prot		0.06			0.04		0.00	c0.41		c0.00	0.40	
v/s Ratio Perm	0.03		c0.13			0.04			0.07			
v/c Ratio	0.18	0.35		0.81	0.27		0.05	0.62		0.10	0.60	
Uniform Delay, d1	43.3	44.6		48.4	43.9		8.1	11.8		8.1	11.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		0.62	0.45	
Incremental Delay, d2	0.4	0.8		21.4	0.5		0.1	2.4		0.1	1.8	
Delay (s)	43.7	45.3		69.8	44.4		8.2	14.2		5.1	6.7	
Level of Service	D	D		E	D		A	B		A	A	
Approach Delay (s)		44.9			61.5			14.1			6.6	
Approach LOS		D			E			B			A	
Intersection Summary												
HCM 2000 Control Delay		19.5		HCM 2000 Level of Service				B				
HCM 2000 Volume to Capacity ratio		0.63										
Actuated Cycle Length (s)		120.0		Sum of lost time (s)				17.7				
Intersection Capacity Utilization		61.4%		ICU Level of Service				B				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

105: South Main Street & Clay Street

09/12/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	40	126	157	77	21	736	39	739
v/c Ratio	0.18	0.41	0.81	0.27	0.05	0.60	0.09	0.57
Control Delay	43.4	36.9	77.5	44.8	5.5	15.1	3.6	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	43.4	36.9	77.5	44.8	5.5	15.1	3.6	6.9
Queue Length 50th (ft)	27	66	117	52	4	334	5	108
Queue Length 95th (ft)	52	105	176	89	12	496	m10	142
Internal Link Dist (ft)		234		236		205		254
Turn Bay Length (ft)	150		150		175		100	
Base Capacity (vph)	265	369	235	350	449	1230	436	1295
Starvation Cap Reductn	0	0	0	0	0	0	0	117
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.34	0.67	0.22	0.05	0.60	0.09	0.63

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Unsignalized Intersection Capacity Analysis

110: South Main Street & Miller Street

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	100	60	710	853	24
Future Volume (Veh/h)	2	100	60	710	853	24
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.97	0.97	0.94	0.94
Hourly flow rate (vph)	3	125	62	732	907	26
Pedestrians	15					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				285		
pX, platoon unblocked	0.69	0.69	0.69			
vC, conflicting volume	1791	935	948			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1920	684	703			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	59	90			
cM capacity (veh/h)	46	307	617			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	128	62	732	933		
Volume Left	3	62	0	0		
Volume Right	125	0	0	26		
cSH	271	617	1700	1700		
Volume to Capacity	0.47	0.10	0.43	0.55		
Queue Length 95th (ft)	59	8	0	0		
Control Delay (s)	29.6	11.5	0.0	0.0		
Lane LOS	D	B				
Approach Delay (s)	29.6	0.9		0.0		
Approach LOS	D					
Intersection Summary						
Average Delay		2.4				
Intersection Capacity Utilization		62.8%		ICU Level of Service		B
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

115: South Main Street & Eheart Street

09/12/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	4	1	0	32	3	736	45	21	929	3
Future Volume (Veh/h)	2	0	4	1	0	32	3	736	45	21	929	3
Sign Control	Stop				Stop			Free			Free	
Grade	0%				0%			0%			0%	
Peak Hour Factor	0.38	0.38	0.38	0.60	0.60	0.60	0.98	0.98	0.98	0.93	0.93	0.93
Hourly flow rate (vph)	5	0	11	2	0	53	3	751	46	23	999	3
Pedestrians	10				9						9	
Lane Width (ft)	12.0				12.0						12.0	
Walking Speed (ft/s)	3.5				3.5						3.5	
Percent Blockage	1				1						1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											714	
pX, platoon unblocked	0.72	0.72	0.72	0.72	0.72			0.72				
vC, conflicting volume	1876	1868	1010	1845	1847	792	1012				806	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2025	2015	816	1982	1985	792	818				806	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	80	100	96	93	100	86	99				97	
cM capacity (veh/h)	25	40	269	30	42	386	581				820	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	16	55	3	797	23	1002						
Volume Left	5	2	3	0	23	0						
Volume Right	11	53	0	46	0	3						
cSH	67	271	581	1700	820	1700						
Volume to Capacity	0.24	0.20	0.01	0.47	0.03	0.59						
Queue Length 95th (ft)	21	19	0	0	2	0						
Control Delay (s)	74.7	21.7	11.2	0.0	9.5	0.0						
Lane LOS	F	C	B		A							
Approach Delay (s)	74.7	21.7	0.0		0.2							
Approach LOS	F	C										
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization		61.7%			ICU Level of Service					B		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
120: South Main Street & Airport Road/Graves Avenue

09/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	13	53	0	0	0	48	789	15	11	887	36
Future Volume (vph)	35	13	53	0	0	0	48	789	15	11	887	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.2	6.2				6.6		6.6	
Lane Util. Factor	1.00	1.00						*0.80			*0.50	
Frpb, ped/bikes	1.00	1.00						1.00			1.00	
Flpb, ped/bikes	1.00	1.00						1.00			1.00	
Fr _t	1.00	0.85						1.00			0.99	
Flt Protected	0.96	1.00						1.00			1.00	
Satd. Flow (prot)	1833	1615						2967			1846	
Flt Permitted	0.96	1.00						0.70			0.94	
Satd. Flow (perm)	1833	1615						2071			1731	
Peak-hour factor, PHF	0.72	0.72	0.72	1.00	1.00	1.00	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	49	18	74	0	0	0	53	877	17	12	964	39
RTOR Reduction (vph)	0	0	67	0	0	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	67	7	0	0	0	0	946	0	0	1014	0
Confl. Peds. (#/hr)							13		2			7
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	9%	2%	3%
Turn Type	Perm	NA	Perm				pm+pt	NA		Perm	NA	
Protected Phases		4					5	2			6	
Permitted Phases	4		4				2			6		
Actuated Green, G (s)	9.2	9.2					69.7				69.7	
Effective Green, g (s)	9.2	9.2					69.7				69.7	
Actuated g/C Ratio	0.10	0.10					0.76				0.76	
Clearance Time (s)	6.2	6.2					6.6				6.6	
Vehicle Extension (s)	3.0	3.0					8.0				8.0	
Lane Grp Cap (vph)	183	162					1574				1315	
v/s Ratio Prot												
v/s Ratio Perm	0.04	0.00					0.46			c0.59		
v/c Ratio	0.37	0.05					0.60			0.77		
Uniform Delay, d1	38.5	37.3					4.9			6.4		
Progression Factor	1.00	1.00					1.00			1.00		
Incremental Delay, d2	1.2	0.1					1.6			4.2		
Delay (s)	39.8	37.4					6.4			10.6		
Level of Service	D	D					A			B		
Approach Delay (s)	38.5			0.0			6.4			10.6		
Approach LOS	D			A			A			B		
Intersection Summary												
HCM 2000 Control Delay	10.6			HCM 2000 Level of Service			B					
HCM 2000 Volume to Capacity ratio	0.79											
Actuated Cycle Length (s)	91.7			Sum of lost time (s)			19.4					
Intersection Capacity Utilization	75.2%			ICU Level of Service			D					
Analysis Period (min)	15											
c Critical Lane Group												

Queues

120: South Main Street & Airport Road/Graves Avenue

09/12/2017



Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	67	74	947	1015
v/c Ratio	0.36	0.31	0.60	0.77
Control Delay	47.1	12.4	6.9	11.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	47.1	12.4	6.9	11.7
Queue Length 50th (ft)	36	0	121	274
Queue Length 95th (ft)	69	19	201	504
Internal Link Dist (ft)	340		489	921
Turn Bay Length (ft)		100		
Base Capacity (vph)	481	484	2022	1566
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.14	0.15	0.47	0.65

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis

125: Church Street & Washington Street

09/12/2017

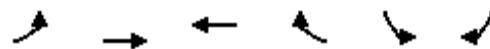


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	29	24	3	13	2	3	69	1	4	92	46
Future Volume (Veh/h)	70	29	24	3	13	2	3	69	1	4	92	46
Sign Control	Free				Free			Stop			Stop	
Grade	0%				0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.75	0.75	0.75	0.87	0.87	0.87	0.80	0.80	0.80
Hourly flow rate (vph)	85	35	29	4	17	3	3	79	1	5	115	58
Pedestrians	7				4			5			19	
Lane Width (ft)		12.0				12.0			12.0			12.0
Walking Speed (ft/s)		3.5				3.5			3.5			3.5
Percent Blockage		1				0			0			2
Right turn flare (veh)												
Median type		None				None						
Median storage veh)												
Upstream signal (ft)		312										
pX, platoon unblocked												
vC, conflicting volume	39				69			374	272	58	310	284
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	39				69			374	272	58	310	284
tC, single (s)	4.1				4.1			7.1	6.5	6.2	7.1	6.5
tC, 2 stage (s)												
tF (s)	2.2				2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	95				100			99	87	100	99	80
cM capacity (veh/h)	1555				1537			436	588	1004	534	579
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	149	24	83	178								
Volume Left	85	4	3	5								
Volume Right	29	3	1	58								
cSH	1555	1537	584	669								
Volume to Capacity	0.05	0.00	0.14	0.27								
Queue Length 95th (ft)	4	0	12	27								
Control Delay (s)	4.4	1.2	12.2	12.3								
Lane LOS	A	A	B	B								
Approach Delay (s)	4.4	1.2	12.2	12.3								
Approach LOS			B	B								
Intersection Summary												
Average Delay			9.0									
Intersection Capacity Utilization		30.5%			ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

130: Clay Street & Church Street

09/12/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	136	116	22	39	80
Future Volume (Veh/h)	51	136	116	22	39	80
Sign Control	Free	Free		Stop		
Grade	0%	0%		0%		
Peak Hour Factor	0.86	0.86	0.78	0.78	0.83	0.83
Hourly flow rate (vph)	59	158	149	28	47	96
Pedestrians		23		2		
Lane Width (ft)		12.0		12.0		
Walking Speed (ft/s)		3.5		3.5		
Percent Blockage		2		0		
Right turn flare (veh)						
Median type	None	None				
Median storage veh)						
Upstream signal (ft)		316				
pX, platoon unblocked						
vC, conflicting volume	179			441	188	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	179			441	188	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	96			91	89	
cM capacity (veh/h)	1406			552	836	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	217	177	143			
Volume Left	59	0	47			
Volume Right	0	28	96			
cSH	1406	1700	715			
Volume to Capacity	0.04	0.10	0.20			
Queue Length 95th (ft)	3	0	19			
Control Delay (s)	2.3	0.0	11.3			
Lane LOS	A	B				
Approach Delay (s)	2.3	0.0	11.3			
Approach LOS		B				
Intersection Summary						
Average Delay		4.0				
Intersection Capacity Utilization		38.9%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

135: Willard Drive & Clay Street

09/12/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑ ↗			↖ ↘	↖ ↗	
Traffic Volume (veh/h)	110	55	56	87	41	93
Future Volume (Veh/h)	110	55	56	87	41	93
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.85	0.85	0.80	0.80
Hourly flow rate (vph)	117	59	66	102	51	116
Pedestrians				7		
Lane Width (ft)				12.0		
Walking Speed (ft/s)				3.5		
Percent Blockage				1		
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume		176		380	154	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol		176		380	154	
tC, single (s)		4.1		6.4	6.2	
tC, 2 stage (s)						
tF (s)		2.2		3.5	3.3	
p0 queue free %		95		91	87	
cM capacity (veh/h)		1400		596	892	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	176	168	167			
Volume Left	0	66	51			
Volume Right	59	0	116			
cSH	1700	1400	774			
Volume to Capacity	0.10	0.05	0.22			
Queue Length 95th (ft)	0	4	20			
Control Delay (s)	0.0	3.3	10.9			
Lane LOS		A	B			
Approach Delay (s)	0.0	3.3	10.9			
Approach LOS			B			
Intersection Summary						
Average Delay		4.6				
Intersection Capacity Utilization		36.3%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

140: Willard Drive & Eheart Street

09/12/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	93	7	5	41	67	44
Future Volume (Veh/h)	93	7	5	41	67	44
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.79	0.79	0.82	0.82
Hourly flow rate (vph)	119	9	6	52	82	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	173	109	136			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	173	109	136			
tC, single (s)	6.4	6.2	4.3			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	85	99	100			
cM capacity (veh/h)	818	950	1344			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	128	58	136			
Volume Left	119	6	0			
Volume Right	9	0	54			
cSH	826	1344	1700			
Volume to Capacity	0.15	0.00	0.08			
Queue Length 95th (ft)	14	0	0			
Control Delay (s)	10.2	0.8	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.2	0.8	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		4.2				
Intersection Capacity Utilization		18.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

145: Palmer Drive & Eheart Street

09/12/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↖	↗	
Traffic Volume (veh/h)	51	15	35	14	19	49
Future Volume (Veh/h)	51	15	35	14	19	49
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.79	0.79	0.81	0.81
Hourly flow rate (vph)	70	21	44	18	23	60
Pedestrians				5		
Lane Width (ft)				12.0		
Walking Speed (ft/s)				3.5		
Percent Blockage				0		
Right turn flare (veh)						
Median type	None		None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume		91		186	86	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol		91		186	86	
tC, single (s)		4.1		6.4	6.2	
tC, 2 stage (s)						
tF (s)		2.2		3.5	3.3	
p0 queue free %		97		97	94	
cM capacity (veh/h)		1498		784	974	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	91	62	83			
Volume Left	0	44	23			
Volume Right	21	0	60			
cSH	1700	1498	913			
Volume to Capacity	0.05	0.03	0.09			
Queue Length 95th (ft)	0	2	7			
Control Delay (s)	0.0	5.4	9.3			
Lane LOS		A	A			
Approach Delay (s)	0.0	5.4	9.3			
Approach LOS		A				
Intersection Summary						
Average Delay		4.7				
Intersection Capacity Utilization		21.8%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis

100: South Main Street & Washington Street

02/05/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↓			↔		↑	↓		↑	↓	
Traffic Volume (vph)	64	32	57	21	31	16	32	465	22	7	427	50
Future Volume (vph)	64	32	57	21	31	16	32	465	22	7	427	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9			5.9		6.1	6.1		6.1	6.1	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.97			0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Fr _t	1.00	0.90			0.97		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1671			1729		1770	1794		1583	1755	
Flt Permitted	0.53	1.00			0.86		0.37	1.00		0.41	1.00	
Satd. Flow (perm)	985	1671			1510		690	1794		682	1755	
Peak-hour factor, PHF	0.94	0.94	0.94	0.88	0.88	0.88	0.90	0.90	0.90	0.88	0.88	0.88
Adj. Flow (vph)	68	34	61	24	35	18	36	517	24	8	485	57
RTOR Reduction (vph)	0	50	0	0	10	0	0	1	0	0	3	0
Lane Group Flow (vph)	68	45	0	0	67	0	36	540	0	8	539	0
Confl. Peds. (#/hr)			6			10			18			13
Heavy Vehicles (%)	2%	0%	0%	11%	0%	0%	2%	5%	0%	14%	6%	4%
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	21.7	21.7			10.9		83.0	78.9		77.4	76.1	
Effective Green, g (s)	21.7	21.7			10.9		83.0	78.9		77.4	76.1	
Actuated g/C Ratio	0.18	0.18			0.09		0.69	0.66		0.65	0.63	
Clearance Time (s)	5.9	5.9			5.9		6.1	6.1		6.1	6.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	210	302			137		514	1179		449	1112	
v/s Ratio Prot	c0.01	0.03					c0.00	c0.30		0.00	c0.31	
v/s Ratio Perm	0.05			c0.04			0.05			0.01		
v/c Ratio	0.32	0.15			0.49		0.07	0.46		0.02	0.49	
Uniform Delay, d1	42.2	41.4			51.9		6.9	10.1		7.9	11.6	
Progression Factor	1.00	1.00			1.00		0.70	0.50		1.00	1.00	
Incremental Delay, d2	0.9	0.2			2.7		0.1	1.2		0.0	1.5	
Delay (s)	43.1	41.6			54.6		4.9	6.2		7.9	13.1	
Level of Service	D	D			D		A	A		A	B	
Approach Delay (s)		42.2			54.6			6.2			13.0	
Approach LOS		D			D		A				B	
Intersection Summary												
HCM 2000 Control Delay		16.0			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.47										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)			24.0				
Intersection Capacity Utilization		48.0%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

100: South Main Street & Washington Street

02/05/2019



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	68	95	77	36	541	8	542
v/c Ratio	0.33	0.28	0.53	0.06	0.43	0.02	0.46
Control Delay	44.3	18.8	56.5	4.4	5.7	6.4	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	44.3	18.8	56.5	4.4	5.9	6.4	13.8
Queue Length 50th (ft)	45	22	50	5	80	2	220
Queue Length 95th (ft)	82	66	94	m11	102	7	347
Internal Link Dist (ft)		236	232		254		583
Turn Bay Length (ft)	150			100		100	
Base Capacity (vph)	208	505	274	578	1272	550	1169
Starvation Cap Reductn	0	0	0	0	179	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.19	0.28	0.06	0.49	0.01	0.46

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

105: South Main Street & Clay Street

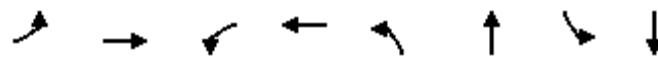
02/05/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑		↑	↑		↑	↑	
Traffic Volume (vph)	10	21	15	126	66	31	16	478	77	19	476	10
Future Volume (vph)	10	21	15	126	66	31	16	478	77	19	476	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.3	6.3		5.7	5.7		5.7	5.7	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Fr _t	1.00	0.94		1.00	0.95		1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1713		1752	1779		1597	1747		1805	1816	
Flt Permitted	0.67	1.00		0.72	1.00		0.39	1.00		0.36	1.00	
Satd. Flow (perm)	1280	1713		1330	1779		659	1747		685	1816	
Peak-hour factor, PHF	0.65	0.65	0.65	0.88	0.88	0.88	0.94	0.94	0.94	0.86	0.86	0.86
Adj. Flow (vph)	15	32	23	143	75	35	17	509	82	22	553	12
RTOR Reduction (vph)	0	20	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	15	35	0	143	110	0	17	591	0	22	565	0
Confl. Peds. (#/hr)				1			1			16		9
Heavy Vehicles (%)	0%	5%	0%	3%	0%	3%	13%	4%	13%	0%	4%	11%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	18.2	18.2		18.2	18.2		82.9	80.3		85.3	81.5	
Effective Green, g (s)	18.2	18.2		18.2	18.2		82.9	80.3		85.3	81.5	
Actuated g/C Ratio	0.15	0.15		0.15	0.15		0.69	0.67		0.71	0.68	
Clearance Time (s)	6.3	6.3		6.3	6.3		5.7	5.7		5.7	5.7	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	194	259		201	269		475	1169		522	1233	
v/s Ratio Prot		0.02			0.06		0.00	c0.34		c0.00	0.31	
v/s Ratio Perm	0.01		c0.11				0.02			0.03		
v/c Ratio	0.08	0.14		0.71	0.41		0.04	0.51		0.04	0.46	
Uniform Delay, d1	43.7	44.1		48.4	46.0		6.3	9.9		6.0	9.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		0.61	0.42	
Incremental Delay, d2	0.2	0.2		11.3	1.0		0.0	1.6		0.0	1.1	
Delay (s)	43.9	44.3		59.7	47.0		6.3	11.5		3.7	4.9	
Level of Service	D	D		E	D		A	B		A	A	
Approach Delay (s)		44.2			54.2			11.3			4.9	
Approach LOS		D			D			B			A	
Intersection Summary												
HCM 2000 Control Delay		17.5		HCM 2000 Level of Service				B				
HCM 2000 Volume to Capacity ratio		0.52										
Actuated Cycle Length (s)		120.0		Sum of lost time (s)				17.7				
Intersection Capacity Utilization		53.7%		ICU Level of Service				A				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

105: South Main Street & Clay Street

02/05/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	55	143	110	17	591	22	565
v/c Ratio	0.08	0.20	0.71	0.41	0.03	0.49	0.04	0.44
Control Delay	41.4	28.6	66.6	49.1	5.4	12.6	3.3	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	41.4	28.6	66.6	49.1	5.4	12.6	3.3	5.3
Queue Length 50th (ft)	10	22	107	78	3	222	2	66
Queue Length 95th (ft)	21	36	163	123	11	383	m6	104
Internal Link Dist (ft)		234		236		205		254
Turn Bay Length (ft)	150		150		175		100	
Base Capacity (vph)	285	399	295	395	557	1203	593	1286
Starvation Cap Reductn	0	0	0	0	0	0	0	176
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.14	0.48	0.28	0.03	0.49	0.04	0.51

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
120: South Main Street & Airport Road/Graves Avenue

02/05/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	2	30	0	0	0	34	630	15	7	660	24
Future Volume (vph)	15	2	30	0	0	0	34	630	15	7	660	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.2	6.2				6.6		6.6	
Lane Util. Factor	1.00	1.00						*0.80		*0.50		
Frpb, ped/bikes	1.00	1.00						1.00		1.00		
Flpb, ped/bikes	1.00	1.00						1.00		1.00		
Fr _t	1.00	0.85						1.00		0.99		
Flt Protected	0.96	1.00						1.00		1.00		
Satd. Flow (prot)	1816	1615						2935			1812	
Flt Permitted	0.96	1.00						0.82		0.95		
Satd. Flow (perm)	1816	1615						2423			1713	
Peak-hour factor, PHF	0.73	0.73	0.73	1.00	1.00	1.00	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	21	3	41	0	0	0	39	724	17	8	717	26
RTOR Reduction (vph)	0	0	37	0	0	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	24	4	0	0	0	0	779	0	0	750	0
Confl. Peds. (#/hr)	2							4			11	
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	7%	0%	4%	9%
Turn Type	Perm	NA	Perm				pm+pt	NA		Perm	NA	
Protected Phases		4					5	2			6	
Permitted Phases	4		4				2			6		
Actuated Green, G (s)	6.3	6.3					45.5			45.5		
Effective Green, g (s)	6.3	6.3					45.5			45.5		
Actuated g/C Ratio	0.10	0.10					0.70			0.70		
Clearance Time (s)	6.2	6.2					6.6			6.6		
Vehicle Extension (s)	3.0	3.0					8.0			8.0		
Lane Grp Cap (vph)	177	157					1706			1206		
v/s Ratio Prot												
v/s Ratio Perm	0.01	0.00					0.32			c0.44		
v/c Ratio	0.14	0.03					0.46			0.62		
Uniform Delay, d1	26.7	26.4					4.2			5.0		
Progression Factor	1.00	1.00					1.00			1.00		
Incremental Delay, d2	0.4	0.1					0.8			2.3		
Delay (s)	27.0	26.4					5.0			7.3		
Level of Service	C	C					A			A		
Approach Delay (s)	26.6			0.0			5.0			7.3		
Approach LOS	C			A			A			A		
Intersection Summary												
HCM 2000 Control Delay	7.0				HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio	0.64											
Actuated Cycle Length (s)	64.6				Sum of lost time (s)			19.4				
Intersection Capacity Utilization	58.1%				ICU Level of Service			B				
Analysis Period (min)	15											
c Critical Lane Group												

Queues

120: South Main Street & Airport Road/Graves Avenue

02/05/2019



Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	24	41	780	751
v/c Ratio	0.11	0.15	0.43	0.58
Control Delay	27.8	2.9	5.6	8.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	27.8	2.9	5.6	8.2
Queue Length 50th (ft)	9	0	66	125
Queue Length 95th (ft)	25	0	145	318
Internal Link Dist (ft)	340		489	921
Turn Bay Length (ft)		100		
Base Capacity (vph)	715	687	2425	1713
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.03	0.06	0.32	0.44

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis

110: South Main Street & Miller Street

02/05/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	Y	Y	
Traffic Volume (veh/h)	3	68	60	568	605	12
Future Volume (Veh/h)	3	68	60	568	605	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.88	0.88	0.86	0.86
Hourly flow rate (vph)	3	73	68	645	703	14
Pedestrians	2					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				285		
pX, platoon unblocked	0.78	0.78	0.78			
vC, conflicting volume	1493	712	719			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1491	492	501			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	84	92			
cM capacity (veh/h)	99	445	838			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	76	68	645	717		
Volume Left	3	68	0	0		
Volume Right	73	0	0	14		
cSH	391	838	1700	1700		
Volume to Capacity	0.19	0.08	0.38	0.42		
Queue Length 95th (ft)	18	7	0	0		
Control Delay (s)	16.4	9.7	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	16.4	0.9		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay		1.3				
Intersection Capacity Utilization		50.3%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

115: South Main Street & Eheart Street

02/05/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	3	1	0	43	5	584	16	21	647	5
Future Volume (Veh/h)	1	0	3	1	0	43	5	584	16	21	647	5
Sign Control	Stop				Stop			Free			Free	
Grade	0%				0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	0.60	0.60	0.60	0.89	0.89	0.89	0.93	0.93	0.93
Hourly flow rate (vph)	1	0	3	2	0	72	6	656	18	23	696	5
Pedestrians		4			4						6	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		3.5			3.5						3.5	
Percent Blockage		0			0						1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											714	
pX, platoon unblocked	0.84	0.84	0.84	0.84	0.84		0.84					
vC, conflicting volume	1494	1438	702	1426	1432	675	705			678		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1493	1427	550	1412	1419	675	553			678		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.4			2.2		
p0 queue free %	99	100	99	98	100	84	99			97		
cM capacity (veh/h)	69	110	450	94	111	446	780			897		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	4	74	6	674	23	701						
Volume Left	1	2	6	0	23	0						
Volume Right	3	72	0	18	0	5						
cSH	190	405	780	1700	897	1700						
Volume to Capacity	0.02	0.18	0.01	0.40	0.03	0.41						
Queue Length 95th (ft)	2	16	1	0	2	0						
Control Delay (s)	24.4	15.9	9.7	0.0	9.1	0.0						
Lane LOS	C	C	A		A							
Approach Delay (s)	24.4	15.9	0.1		0.3							
Approach LOS	C	C										
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization		46.2%			ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

125: Church Street & Washington Street

02/05/2019

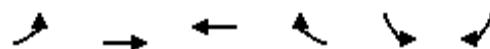


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	30	10	1	26	1	9	55	1	5	68	33
Future Volume (Veh/h)	21	30	10	1	26	1	9	55	1	5	68	33
Sign Control	Free				Free			Stop			Stop	
Grade	0%				0%			0%			0%	
Peak Hour Factor	0.69	0.69	0.69	0.65	0.65	0.65	0.81	0.81	0.81	0.92	0.92	0.92
Hourly flow rate (vph)	30	43	14	2	40	2	11	68	1	5	74	36
Pedestrians	3				2			2			12	
Lane Width (ft)		12.0				12.0			12.0			12.0
Walking Speed (ft/s)		3.5				3.5			3.5			3.5
Percent Blockage		0				0			0			1
Right turn flare (veh)												
Median type		None				None						
Median storage veh)												
Upstream signal (ft)		312										
pX, platoon unblocked												
vC, conflicting volume	54				59			233	170	54	204	176
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	54				59			233	170	54	204	176
tC, single (s)	4.3				4.1			7.1	6.5	6.2	7.1	6.5
tC, 2 stage (s)												
tF (s)	2.4				2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	98				100			98	90	100	99	89
cM capacity (veh/h)	1444				1555			623	694	1015	673	696
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	87	44	80	115								
Volume Left	30	2	11	5								
Volume Right	14	2	1	36								
cSH	1444	1555	686	768								
Volume to Capacity	0.02	0.00	0.12	0.15								
Queue Length 95th (ft)	2	0	10	13								
Control Delay (s)	2.7	0.3	10.9	10.5								
Lane LOS	A	A	B	B								
Approach Delay (s)	2.7	0.3	10.9	10.5								
Approach LOS			B	B								
Intersection Summary												
Average Delay			7.2									
Intersection Capacity Utilization		24.1%			ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

130: Clay Street & Church Street

02/05/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	85	160	33	16	63
Future Volume (Veh/h)	32	85	160	33	16	63
Sign Control	Free	Free		Stop		
Grade	0%	0%		0%		
Peak Hour Factor	0.60	0.60	0.93	0.93	0.89	0.89
Hourly flow rate (vph)	53	142	172	35	18	71
Pedestrians		6				
Lane Width (ft)		12.0				
Walking Speed (ft/s)		3.5				
Percent Blockage		1				
Right turn flare (veh)						
Median type	None	None				
Median storage veh)						
Upstream signal (ft)		316				
pX, platoon unblocked						
vC, conflicting volume	207			438	196	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	207			438	196	
tC, single (s)	4.2			6.5	6.2	
tC, 2 stage (s)						
tF (s)	2.3			3.6	3.3	
p0 queue free %	96			97	92	
cM capacity (veh/h)	1329			541	846	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	195	207	89			
Volume Left	53	0	18			
Volume Right	0	35	71			
cSH	1329	1700	759			
Volume to Capacity	0.04	0.12	0.12			
Queue Length 95th (ft)	3	0	10			
Control Delay (s)	2.4	0.0	10.4			
Lane LOS	A		B			
Approach Delay (s)	2.4	0.0	10.4			
Approach LOS			B			
Intersection Summary						
Average Delay		2.8				
Intersection Capacity Utilization		33.4%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

135: Willard Drive & Clay Street

02/05/2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↓	↖	↙	↗	↘
Traffic Volume (veh/h)	75	16	38	165	18	38
Future Volume (Veh/h)	75	16	38	165	18	38
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.82	0.82	0.87	0.87	0.74	0.74
Hourly flow rate (vph)	91	20	44	190	24	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume		111		379	101	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol		111		379	101	
tC, single (s)		4.1		6.5	6.2	
tC, 2 stage (s)						
tF (s)		2.2		3.6	3.3	
p0 queue free %		97		96	95	
cM capacity (veh/h)		1492		597	952	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	111	234	75			
Volume Left	0	44	24			
Volume Right	20	0	51			
cSH	1700	1492	800			
Volume to Capacity	0.07	0.03	0.09			
Queue Length 95th (ft)	0	2	8			
Control Delay (s)	0.0	1.6	10.0			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.6	10.0			
Approach LOS		A				
Intersection Summary						
Average Delay		2.7				
Intersection Capacity Utilization		27.5%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

140: Willard Drive & Eheart Street

02/05/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	13	12	22	33	21
Future Volume (Veh/h)	34	13	12	22	33	21
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.50	0.78	0.78	0.70	0.70
Hourly flow rate (vph)	68	26	15	28	47	30
Pedestrians				1		
Lane Width (ft)				12.0		
Walking Speed (ft/s)				3.5		
Percent Blockage				0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	120	63	77			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	120	63	77			
tC, single (s)	6.5	6.4	4.5			
tC, 2 stage (s)						
tF (s)	3.6	3.5	2.6			
p0 queue free %	92	97	99			
cM capacity (veh/h)	842	960	1289			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	94	43	77			
Volume Left	68	15	0			
Volume Right	26	0	30			
cSH	872	1289	1700			
Volume to Capacity	0.11	0.01	0.05			
Queue Length 95th (ft)	9	1	0			
Control Delay (s)	9.6	2.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.6	2.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		4.8				
Intersection Capacity Utilization		18.8%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

145: Palmer Drive & Eheart Street

02/05/2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Volume (veh/h)	32	5	16	17	27	15
Future Volume (Veh/h)	32	5	16	17	27	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.44	0.44	0.85	0.85	0.77	0.77
Hourly flow rate (vph)	73	11	19	20	35	19
Pedestrians				7	2	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				3.5	3.5	
Percent Blockage				1	0	
Right turn flare (veh)						
Median type	None		None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume		86		138	88	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol		86		138	88	
tC, single (s)		4.3		6.4	6.2	
tC, 2 stage (s)						
tF (s)		2.3		3.5	3.3	
p0 queue free %		99		96	98	
cM capacity (veh/h)		1424		846	968	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	84	39	54			
Volume Left	0	19	35			
Volume Right	11	0	19			
cSH	1700	1424	886			
Volume to Capacity	0.05	0.01	0.06			
Queue Length 95th (ft)	0	1	5			
Control Delay (s)	0.0	3.7	9.3			
Lane LOS		A	A			
Approach Delay (s)	0.0	3.7	9.3			
Approach LOS		A				
Intersection Summary						
Average Delay		3.7				
Intersection Capacity Utilization		20.5%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis

100: South Main Street & Washington Street

02/05/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↓			↔		↑	↓		↑	↓	
Traffic Volume (vph)	138	80	118	24	32	11	48	616	34	17	657	36
Future Volume (vph)	138	80	118	24	32	11	48	616	34	17	657	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9			5.9		6.1	6.1		6.1	6.1	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.97			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Fr _t	1.00	0.91			0.98		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1687			1784		1805	1842		1805	1844	
Flt Permitted	0.53	1.00			0.79		0.23	1.00		0.31	1.00	
Satd. Flow (perm)	1013	1687			1432		439	1842		591	1844	
Peak-hour factor, PHF	0.86	0.86	0.86	0.77	0.77	0.77	0.98	0.98	0.98	0.95	0.95	0.95
Adj. Flow (vph)	160	93	137	31	42	14	49	629	35	18	692	38
RTOR Reduction (vph)	0	49	0	0	6	0	0	1	0	0	1	0
Lane Group Flow (vph)	160	181	0	0	81	0	49	663	0	18	729	0
Confl. Peds. (#/hr)			6			10			18			13
Heavy Vehicles (%)	0%	0%	0%	0%	3%	0%	0%	2%	0%	0%	2%	0%
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	24.9	24.9			11.9		80.0	74.4		74.0	71.4	
Effective Green, g (s)	24.9	24.9			11.9		80.0	74.4		74.0	71.4	
Actuated g/C Ratio	0.21	0.21			0.10		0.67	0.62		0.62	0.60	
Clearance Time (s)	5.9	5.9			5.9		6.1	6.1		6.1	6.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	257	350			142		356	1142		390	1097	
v/s Ratio Prot	c0.04	0.11					c0.01	c0.36		0.00	c0.40	
v/s Ratio Perm	c0.09				0.06		0.09			0.03		
v/c Ratio	0.62	0.52			0.57		0.14	0.58		0.05	0.66	
Uniform Delay, d1	43.7	42.2			51.6		10.9	13.5		10.2	16.3	
Progression Factor	1.00	1.00			1.00		0.76	0.51		1.00	1.00	
Incremental Delay, d2	4.6	1.3			5.1		0.1	1.7		0.0	3.2	
Delay (s)	48.4	43.5			56.7		8.4	8.6		10.3	19.5	
Level of Service	D	D			E		A	A		B	B	
Approach Delay (s)		45.5			56.7			8.6			19.2	
Approach LOS		D			E			A			B	
Intersection Summary												
HCM 2000 Control Delay		22.3			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.66										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)			24.0				
Intersection Capacity Utilization		73.7%			ICU Level of Service			D				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

100: South Main Street & Washington Street

02/05/2019



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	160	230	87	49	664	18	730
v/c Ratio	0.62	0.58	0.59	0.13	0.55	0.04	0.65
Control Delay	52.2	36.3	62.4	5.8	8.5	7.2	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.8	0.0	0.1
Total Delay	52.2	36.3	62.4	5.8	9.4	7.2	20.9
Queue Length 50th (ft)	109	117	60	9	119	4	364
Queue Length 95th (ft)	158	179	92	m13	146	13	580
Internal Link Dist (ft)		236	232		254		583
Turn Bay Length (ft)	150			100		100	
Base Capacity (vph)	257	524	257	400	1198	482	1116
Starvation Cap Reductn	0	0	0	0	264	0	0
Spillback Cap Reductn	0	0	0	0	0	0	33
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.44	0.34	0.12	0.71	0.04	0.67

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

105: South Main Street & Clay Street

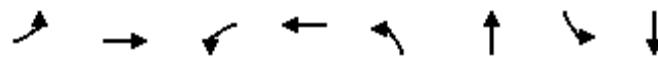
02/05/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑		↑	↑		↑	↑	
Traffic Volume (vph)	34	59	48	141	43	25	21	639	100	40	748	11
Future Volume (vph)	34	59	48	141	43	25	21	639	100	40	748	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.3	6.3		5.7	5.7		5.7	5.7	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Fr _t	1.00	0.93		1.00	0.94		1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1750		1787	1779		1805	1817		1805	1858	
Flt Permitted	0.70	1.00		0.62	1.00		0.24	1.00		0.23	1.00	
Satd. Flow (perm)	1338	1750		1159	1779		462	1817		438	1858	
Peak-hour factor, PHF	0.80	0.80	0.80	0.84	0.84	0.84	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	42	74	60	168	51	30	22	680	106	42	779	11
RTOR Reduction (vph)	0	25	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	43	109	0	168	81	0	22	786	0	42	790	0
Confl. Peds. (#/hr)			2			1			8			12
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	2%	0%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	20.6	20.6		20.6	20.6		80.4	76.7		83.0	78.0	
Effective Green, g (s)	20.6	20.6		20.6	20.6		80.4	76.7		83.0	78.0	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.67	0.64		0.69	0.65	
Clearance Time (s)	6.3	6.3		6.3	6.3		5.7	5.7		5.7	5.7	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	229	300		198	305		350	1161		359	1207	
v/s Ratio Prot		0.06			0.05		0.00	c0.43		c0.00	0.43	
v/s Ratio Perm	0.03		c0.14				0.04			0.08		
v/c Ratio	0.19	0.36		0.85	0.27		0.06	0.68		0.12	0.65	
Uniform Delay, d1	42.5	43.9		48.2	43.1		9.5	13.8		9.6	12.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		0.61	0.42	
Incremental Delay, d2	0.4	0.8		27.1	0.5		0.1	3.2		0.1	2.2	
Delay (s)	42.9	44.7		75.3	43.6		9.6	17.0		6.0	7.6	
Level of Service	D	D		E	D		A	B		A	A	
Approach Delay (s)		44.2			65.0			16.7			7.5	
Approach LOS		D			E			B			A	
Intersection Summary												
HCM 2000 Control Delay		21.2		HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio		0.68										
Actuated Cycle Length (s)		120.0		Sum of lost time (s)				17.7				
Intersection Capacity Utilization		64.5%		ICU Level of Service				C				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

105: South Main Street & Clay Street

02/05/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	43	134	168	81	22	786	42	790
v/c Ratio	0.19	0.41	0.84	0.27	0.06	0.67	0.11	0.64
Control Delay	43.0	37.2	81.4	44.2	5.7	18.2	3.8	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Delay	43.0	37.2	81.4	44.2	5.7	18.2	3.8	8.2
Queue Length 50th (ft)	28	70	124	54	4	394	6	121
Queue Length 95th (ft)	55	111	#201	92	12	558	m10	151
Internal Link Dist (ft)		234		236		205		254
Turn Bay Length (ft)	150		150		175		100	
Base Capacity (vph)	264	369	228	351	389	1178	379	1242
Starvation Cap Reductn	0	0	0	0	0	0	0	100
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.36	0.74	0.23	0.06	0.67	0.11	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
120: South Main Street & Airport Road/Graves Avenue

02/05/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	14	57	0	0	0	51	840	16	12	948	38
Future Volume (vph)	37	14	57	0	0	0	51	840	16	12	948	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.2	6.2				6.6		6.6	
Lane Util. Factor	1.00	1.00						*0.80			*0.50	
Frpb, ped/bikes	1.00	1.00						1.00			1.00	
Flpb, ped/bikes	1.00	1.00						1.00			1.00	
Fr _t	1.00	0.85						1.00			0.99	
Flt Protected	0.96	1.00						1.00			1.00	
Satd. Flow (prot)	1833	1615						2967			1846	
Flt Permitted	0.96	1.00						0.65			0.93	
Satd. Flow (perm)	1833	1615						1936			1724	
Peak-hour factor, PHF	0.72	0.72	0.72	1.00	1.00	1.00	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	51	19	79	0	0	0	57	933	18	13	1030	41
RTOR Reduction (vph)	0	0	72	0	0	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	70	7	0	0	0	0	1007	0	0	1083	0
Confl. Peds. (#/hr)							13		2			7
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	9%	2%	3%
Turn Type	Perm	NA	Perm				pm+pt	NA		Perm	NA	
Protected Phases		4					5	2			6	
Permitted Phases	4		4				2			6		
Actuated Green, G (s)	9.6	9.6					86.7			86.7		
Effective Green, g (s)	9.6	9.6					86.7			86.7		
Actuated g/C Ratio	0.09	0.09					0.79			0.79		
Clearance Time (s)	6.2	6.2					6.6			6.6		
Vehicle Extension (s)	3.0	3.0					8.0			8.0		
Lane Grp Cap (vph)	161	142					1538			1370		
v/s Ratio Prot												
v/s Ratio Perm	0.04	0.00					0.52			c0.63		
v/c Ratio	0.43	0.05					0.65			0.79		
Uniform Delay, d1	47.2	45.6					4.8			6.2		
Progression Factor	1.00	1.00					1.00			1.00		
Incremental Delay, d2	1.9	0.1					2.1			4.3		
Delay (s)	49.1	45.7					6.9			10.5		
Level of Service	D	D					A			B		
Approach Delay (s)	47.3			0.0			6.9			10.5		
Approach LOS	D			A			A			B		
Intersection Summary												
HCM 2000 Control Delay	11.4				HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio	0.81											
Actuated Cycle Length (s)	109.1				Sum of lost time (s)			19.4				
Intersection Capacity Utilization	78.6%				ICU Level of Service			D				
Analysis Period (min)	15											
c Critical Lane Group												

Queues

120: South Main Street & Airport Road/Graves Avenue

02/05/2019



Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	70	79	1008	1084
v/c Ratio	0.43	0.36	0.65	0.79
Control Delay	54.3	14.2	7.6	12.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	54.3	14.2	7.6	12.4
Queue Length 50th (ft)	46	0	148	331
Queue Length 95th (ft)	71	22	255	631
Internal Link Dist (ft)	340		489	921
Turn Bay Length (ft)		100		
Base Capacity (vph)	400	416	1748	1369
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	0.19	0.58	0.79

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis

110: South Main Street & Miller Street

02/05/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	107	64	758	911	26
Future Volume (Veh/h)	2	107	64	758	911	26
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.97	0.97	0.94	0.94
Hourly flow rate (vph)	3	134	66	781	969	28
Pedestrians	15					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				285		
pX, platoon unblocked	0.64	0.64	0.64			
vC, conflicting volume	1911	998	1012			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2139	720	742			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	51	88			
cM capacity (veh/h)	31	273	555			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	137	66	781	997		
Volume Left	3	66	0	0		
Volume Right	134	0	0	28		
cSH	232	555	1700	1700		
Volume to Capacity	0.59	0.12	0.46	0.59		
Queue Length 95th (ft)	84	10	0	0		
Control Delay (s)	40.6	12.4	0.0	0.0		
Lane LOS	E	B				
Approach Delay (s)	40.6	1.0		0.0		
Approach LOS	E					
Intersection Summary						
Average Delay		3.2				
Intersection Capacity Utilization		66.6%		ICU Level of Service		C
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

115: South Main Street & Eheart Street

02/05/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	4	1	0	34	3	786	48	22	993	3
Future Volume (Veh/h)	2	0	4	1	0	34	3	786	48	22	993	3
Sign Control	Stop				Stop			Free			Free	
Grade	0%				0%			0%			0%	
Peak Hour Factor	0.38	0.38	0.38	0.60	0.60	0.60	0.98	0.98	0.98	0.93	0.93	0.93
Hourly flow rate (vph)	5	0	11	2	0	57	3	802	49	24	1068	3
Pedestrians	10				9						9	
Lane Width (ft)	12.0				12.0						12.0	
Walking Speed (ft/s)	3.5				3.5						3.5	
Percent Blockage	1				1						1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											714	
pX, platoon unblocked	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
vC, conflicting volume	2002	1994	1080	1968	1970	844	1081				860	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2256	2244	866	2207	2210	844	868				860	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	68	100	95	90	100	84	99				97	
cM capacity (veh/h)	16	27	234	19	28	360	515				783	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	16	59	3	851	24	1071						
Volume Left	5	2	3	0	24	0						
Volume Right	11	57	0	49	0	3						
cSH	43	225	515	1700	783	1700						
Volume to Capacity	0.37	0.26	0.01	0.50	0.03	0.63						
Queue Length 95th (ft)	32	25	0	0	2	0						
Control Delay (s)	129.8	26.6	12.0	0.0	9.7	0.0						
Lane LOS	F	D	B		A							
Approach Delay (s)	129.8	26.6	0.0		0.2							
Approach LOS	F	D										
Intersection Summary												
Average Delay			1.9									
Intersection Capacity Utilization		65.0%			ICU Level of Service				C			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

125: Church Street & Washington Street

02/05/2019

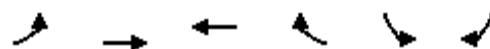


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	31	26	3	15	2	3	74	1	4	98	49
Future Volume (Veh/h)	74	31	26	3	15	2	3	74	1	4	98	49
Sign Control	Free				Free			Stop			Stop	
Grade	0%				0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.75	0.75	0.75	0.87	0.87	0.87	0.80	0.80	0.80
Hourly flow rate (vph)	90	38	32	4	20	3	3	85	1	5	123	61
Pedestrians	7				4			5			19	
Lane Width (ft)		12.0				12.0			12.0			12.0
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1				0			0			2
Right turn flare (veh)												
Median type		None				None						
Median storage veh)												
Upstream signal (ft)		312										
pX, platoon unblocked												
vC, conflicting volume	42			75			398	289	63	330	304	48
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	42			75			398	289	63	330	304	48
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			100			99	85	100	99	78	94
cM capacity (veh/h)	1551			1530			410	573	999	510	563	994
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	160	27	89	189								
Volume Left	90	4	3	5								
Volume Right	32	3	1	61								
cSH	1551	1530	568	652								
Volume to Capacity	0.06	0.00	0.16	0.29								
Queue Length 95th (ft)	5	0	14	30								
Control Delay (s)	4.4	1.1	12.5	12.8								
Lane LOS	A	A	B	B								
Approach Delay (s)	4.4	1.1	12.5	12.8								
Approach LOS			B	B								
Intersection Summary												
Average Delay			9.2									
Intersection Capacity Utilization		31.4%			ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

130: Clay Street & Church Street

02/05/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	54	145	124	24	42	85
Future Volume (Veh/h)	54	145	124	24	42	85
Sign Control	Free	Free		Stop		
Grade	0%	0%		0%		
Peak Hour Factor	0.86	0.86	0.78	0.78	0.83	0.83
Hourly flow rate (vph)	63	169	159	31	51	102
Pedestrians		23		2		
Lane Width (ft)		12.0		12.0		
Walking Speed (ft/s)		3.5		3.5		
Percent Blockage		2		0		
Right turn flare (veh)						
Median type	None	None				
Median storage veh)						
Upstream signal (ft)		316				
pX, platoon unblocked						
vC, conflicting volume	192			472	200	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	192			472	200	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	95			90	88	
cM capacity (veh/h)	1391			528	824	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	232	190	153			
Volume Left	63	0	51			
Volume Right	0	31	102			
cSH	1391	1700	694			
Volume to Capacity	0.05	0.11	0.22			
Queue Length 95th (ft)	4	0	21			
Control Delay (s)	2.4	0.0	11.6			
Lane LOS	A	B				
Approach Delay (s)	2.4	0.0	11.6			
Approach LOS		B				
Intersection Summary						
Average Delay		4.1				
Intersection Capacity Utilization		40.3%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

135: Willard Drive & Clay Street

02/05/2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1	1	1	1	1	1
Traffic Volume (veh/h)	118	59	60	94	44	99
Future Volume (Veh/h)	118	59	60	94	44	99
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.85	0.85	0.80	0.80
Hourly flow rate (vph)	126	63	71	111	55	124
Pedestrians				7		
Lane Width (ft)				12.0		
Walking Speed (ft/s)				3.5		
Percent Blockage				1		
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume		189		410	164	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol		189		410	164	
tC, single (s)		4.1		6.4	6.2	
tC, 2 stage (s)						
tF (s)		2.2		3.5	3.3	
p0 queue free %		95		90	86	
cM capacity (veh/h)		1385		570	879	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	189	182	179			
Volume Left	0	71	55			
Volume Right	63	0	124			
cSH	1700	1385	754			
Volume to Capacity	0.11	0.05	0.24			
Queue Length 95th (ft)	0	4	23			
Control Delay (s)	0.0	3.3	11.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	3.3	11.3			
Approach LOS			B			
Intersection Summary						
Average Delay		4.7				
Intersection Capacity Utilization		38.0%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

140: Willard Drive & Eheart Street

02/05/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	99	7	5	44	73	46
Future Volume (Veh/h)	99	7	5	44	73	46
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.79	0.79	0.82	0.82
Hourly flow rate (vph)	127	9	6	56	89	56
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	185	117	145			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	185	117	145			
tC, single (s)	6.4	6.2	4.3			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	84	99	100			
cM capacity (veh/h)	805	941	1334			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	136	62	145			
Volume Left	127	6	0			
Volume Right	9	0	56			
cSH	813	1334	1700			
Volume to Capacity	0.17	0.00	0.09			
Queue Length 95th (ft)	15	0	0			
Control Delay (s)	10.3	0.8	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.3	0.8	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		4.2				
Intersection Capacity Utilization		19.2%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

145: Palmer Drive & Eheart Street

02/05/2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Volume (veh/h)	54	16	36	15	20	52
Future Volume (Veh/h)	54	16	36	15	20	52
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.79	0.79	0.81	0.81
Hourly flow rate (vph)	74	22	46	19	25	64
Pedestrians				5		
Lane Width (ft)				12.0		
Walking Speed (ft/s)				3.5		
Percent Blockage				0		
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume		96		196	90	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol		96		196	90	
tC, single (s)		4.1		6.4	6.2	
tC, 2 stage (s)						
tF (s)		2.2		3.5	3.3	
p0 queue free %		97		97	93	
cM capacity (veh/h)		1491		773	969	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	96	65	89			
Volume Left	0	46	25			
Volume Right	22	0	64			
cSH	1700	1491	904			
Volume to Capacity	0.06	0.03	0.10			
Queue Length 95th (ft)	0	2	8			
Control Delay (s)	0.0	5.4	9.4			
Lane LOS		A	A			
Approach Delay (s)	0.0	5.4	9.4			
Approach LOS		A				
Intersection Summary						
Average Delay		4.7				
Intersection Capacity Utilization		22.1%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis

100: South Main Street & Washington Street

02/05/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	32	67	21	36	21	47	496	22	7	477	50
Future Volume (vph)	64	32	67	21	36	21	47	496	22	7	477	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9			5.9		6.1	6.1		6.1	6.1	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	0.97			0.98		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Fr _t	1.00	0.90			0.96		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1659			1727		1770	1795		1583	1759	
Flt Permitted	0.49	1.00			0.87		0.34	1.00		0.40	1.00	
Satd. Flow (perm)	920	1659			1528		630	1795		670	1759	
Peak-hour factor, PHF	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	34	71	23	39	23	51	539	24	8	518	54
RTOR Reduction (vph)	0	58	0	0	13	0	0	1	0	0	2	0
Lane Group Flow (vph)	68	47	0	0	72	0	51	562	0	8	570	0
Confl. Peds. (#/hr)			6			10			18			13
Heavy Vehicles (%)	2%	0%	0%	11%	0%	0%	2%	5%	0%	14%	6%	4%
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	21.9	21.9			11.1		84.3	78.7		75.7	74.4	
Effective Green, g (s)	21.9	21.9			11.1		84.3	78.7		75.7	74.4	
Actuated g/C Ratio	0.18	0.18			0.09		0.70	0.66		0.63	0.62	
Clearance Time (s)	5.9	5.9			5.9		6.1	6.1		6.1	6.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	202	302			141		495	1177		432	1090	
v/s Ratio Prot	c0.01	0.03					c0.00	c0.31		0.00	c0.32	
v/s Ratio Perm	0.05			c0.05			0.07			0.01		
v/c Ratio	0.34	0.16			0.51		0.10	0.48		0.02	0.52	
Uniform Delay, d1	42.1	41.3			51.9		7.1	10.3		8.5	12.8	
Progression Factor	1.00	1.00			1.00		0.72	0.52		1.00	1.00	
Incremental Delay, d2	1.0	0.2			3.1		0.1	1.2		0.0	1.8	
Delay (s)	43.1	41.5			55.0		5.3	6.6		8.5	14.6	
Level of Service	D	D			D		A	A		A	B	
Approach Delay (s)		42.1			55.0			6.4			14.5	
Approach LOS		D			D		A				B	
Intersection Summary												
HCM 2000 Control Delay		16.8			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.50										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)			24.0				
Intersection Capacity Utilization		59.4%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

100: South Main Street & Washington Street

02/05/2019



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	68	105	85	51	563	8	572
v/c Ratio	0.34	0.31	0.56	0.10	0.44	0.02	0.51
Control Delay	44.5	17.6	56.3	4.7	6.0	6.4	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	44.5	17.6	56.3	4.7	6.3	6.4	15.7
Queue Length 50th (ft)	45	22	53	8	88	2	242
Queue Length 95th (ft)	82	68	103	m14	113	7	392
Internal Link Dist (ft)		236	232		254		583
Turn Bay Length (ft)	150			100		100	
Base Capacity (vph)	201	509	280	539	1271	536	1129
Starvation Cap Reductn	0	0	0	0	229	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.21	0.30	0.09	0.54	0.01	0.51

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

105: South Main Street & Clay Street

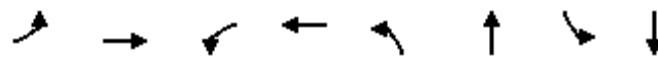
02/05/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑		↑	↑		↑	↑	
Traffic Volume (vph)	11	26	15	131	71	46	21	508	112	49	506	10
Future Volume (vph)	11	26	15	131	71	46	21	508	112	49	506	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.3	6.3		5.7	5.7		5.7	5.7	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Fr _t	1.00	0.95		1.00	0.94		1.00	0.97		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1726		1752	1750		1671	1748		1805	1817	
Flt Permitted	0.62	1.00		0.73	1.00		0.39	1.00		0.31	1.00	
Satd. Flow (perm)	1181	1726		1344	1750		692	1748		594	1817	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	12	28	16	142	77	50	22	540	119	53	550	11
RTOR Reduction (vph)	0	14	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	12	30	0	142	127	0	22	659	0	53	561	0
Confl. Peds. (#/hr)				1		1			16			9
Heavy Vehicles (%)	0%	5%	0%	3%	0%	3%	8%	4%	5%	0%	4%	11%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	18.0	18.0		18.0	18.0		82.6	78.8		86.0	80.5	
Effective Green, g (s)	18.0	18.0		18.0	18.0		82.6	78.8		86.0	80.5	
Actuated g/C Ratio	0.15	0.15		0.15	0.15		0.69	0.66		0.72	0.67	
Clearance Time (s)	6.3	6.3		6.3	6.3		5.7	5.7		5.7	5.7	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	177	258		201	262		507	1147		481	1218	
v/s Ratio Prot		0.02			0.07		0.00	c0.38		c0.01	0.31	
v/s Ratio Perm	0.01		c0.11				0.03			0.07		
v/c Ratio	0.07	0.12		0.71	0.48		0.04	0.57		0.11	0.46	
Uniform Delay, d1	43.8	44.1		48.5	46.7		6.4	11.4		6.7	9.4	
Progression Factor	1.00	1.00		1.00	1.00		0.87	0.55		0.58	0.41	
Incremental Delay, d2	0.2	0.2		10.8	1.4		0.0	1.8		0.1	1.1	
Delay (s)	44.0	44.3		59.3	48.2		5.6	8.1		4.0	4.9	
Level of Service	D	D		E	D		A	A		A	A	
Approach Delay (s)		44.3			54.0			8.0			4.9	
Approach LOS		D			D		A			A		
Intersection Summary												
HCM 2000 Control Delay		15.7					HCM 2000 Level of Service		B			
HCM 2000 Volume to Capacity ratio		0.57										
Actuated Cycle Length (s)		120.0					Sum of lost time (s)		17.7			
Intersection Capacity Utilization		64.6%					ICU Level of Service		C			
Analysis Period (min)		15										
c Critical Lane Group												

Queues

105: South Main Street & Clay Street

02/05/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	12	44	142	127	22	659	53	561
v/c Ratio	0.07	0.16	0.71	0.48	0.04	0.57	0.11	0.45
Control Delay	41.3	30.6	66.4	51.8	4.6	8.9	3.3	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Delay	41.3	30.6	66.4	51.8	4.6	9.1	3.3	5.5
Queue Length 50th (ft)	8	19	106	91	3	114	4	71
Queue Length 95th (ft)	25	50	166	144	m7	165	m13	103
Internal Link Dist (ft)		234		236		205		254
Turn Bay Length (ft)	150		150		175		100	
Base Capacity (vph)	262	396	298	389	579	1165	531	1253
Starvation Cap Reductn	0	0	0	0	0	71	0	155
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.11	0.48	0.33	0.04	0.60	0.10	0.51

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

115: South Main Street & Eheart Street

02/05/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	10	3	56	5	78	5	614	108	51	652	5
Future Volume (vph)	6	10	3	56	5	78	5	614	108	51	652	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.7		5.7		5.7		5.7	5.7
Lane Util. Factor	1.00				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00				1.00	0.96	1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00				1.00	1.00	1.00	1.00		1.00	1.00	
Fr _t	0.98				1.00	0.85	1.00	0.98		1.00	1.00	
Flt Protected	0.98				0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1831				1783	1517	1504	1791		1752	1805
Flt Permitted		0.90				0.73	1.00	0.35	1.00		0.27	1.00
Satd. Flow (perm)		1672				1359	1517	560	1791		497	1805
Peak-hour factor, PHF	1.00	1.00	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	6	10	3	61	5	85	5	667	117	55	701	5
RTOR Reduction (vph)	0	3	0	0	0	77	0	4	0	0	0	0
Lane Group Flow (vph)	0	16	0	0	66	8	5	780	0	55	706	0
Confl. Peds. (#/hr)						6			4			4
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%	20%	3%	4%	3%	5%	20%
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4				8		5	2		1	6
Permitted Phases	4			8		8	2				6	
Actuated Green, G (s)	11.3				11.3	11.3	87.5	86.3		95.7	90.4	
Effective Green, g (s)	11.3				11.3	11.3	87.5	86.3		95.7	90.4	
Actuated g/C Ratio	0.09				0.09	0.09	0.73	0.72		0.80	0.75	
Clearance Time (s)	5.7				5.7	5.7	5.7	5.7		5.7	5.7	
Vehicle Extension (s)	3.0				3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	157				127	142	417	1288		451	1359	
v/s Ratio Prot							0.00	c0.44		c0.01	c0.39	
v/s Ratio Perm	0.01				c0.05	0.01	0.01			0.09		
v/c Ratio	0.10				0.52	0.06	0.01	0.61		0.12	0.52	
Uniform Delay, d1	49.7				51.8	49.5	4.8	8.4		5.2	6.0	
Progression Factor	1.00				1.00	1.00	1.00	1.00		0.70	0.67	
Incremental Delay, d2	0.3				3.6	0.2	0.0	2.1		0.1	1.3	
Delay (s)	50.0				55.3	49.7	4.8	10.5		3.8	5.4	
Level of Service	D				E	D	A	B		A	A	
Approach Delay (s)	50.0					52.1			10.5		5.3	
Approach LOS	D					D			B		A	
Intersection Summary												
HCM 2000 Control Delay	12.3				HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio	0.58											
Actuated Cycle Length (s)	120.0				Sum of lost time (s)				17.1			
Intersection Capacity Utilization	64.2%				ICU Level of Service				C			
Analysis Period (min)	15											
c Critical Lane Group												

Queues

115: South Main Street & Eheart Street

02/05/2019



Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	19	66	85	5	784	55	706
v/c Ratio	0.12	0.52	0.39	0.01	0.60	0.12	0.49
Control Delay	43.8	65.2	15.4	3.2	11.4	2.4	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	43.8	65.2	15.4	3.2	11.4	2.4	5.0
Queue Length 50th (ft)	12	49	0	1	272	5	68
Queue Length 95th (ft)	34	94	47	4	459	10	237
Internal Link Dist (ft)	321	404			362		349
Turn Bay Length (ft)				100		150	
Base Capacity (vph)	271	218	315	482	1310	497	1429
Starvation Cap Reductn	0	0	0	0	0	0	69
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.30	0.27	0.01	0.60	0.11	0.52

Intersection Summary

HCM Signalized Intersection Capacity Analysis
120: South Main Street & Airport Road/Graves Avenue

02/05/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	2	30	0	0	0	34	742	15	7	710	34
Future Volume (vph)	25	2	30	0	0	0	34	742	15	7	710	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.2	6.2				6.6		6.6	
Lane Util. Factor	1.00	1.00						*0.80		*0.50		
Frpb, ped/bikes	1.00	1.00						1.00		1.00		
Flpb, ped/bikes	1.00	1.00						1.00		1.00		
Fr _t	1.00	0.85						1.00		0.99		
Flt Protected	0.96	1.00						1.00		1.00		
Satd. Flow (prot)	1794	1615						2937		1810		
Flt Permitted	0.96	1.00						0.82		0.94		
Satd. Flow (perm)	1794	1615						2426		1710		
Peak-hour factor, PHF	0.92	0.92	0.92	1.00	1.00	1.00	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	2	33	0	0	0	37	807	16	8	772	37
RTOR Reduction (vph)	0	0	30	0	0	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	29	3	0	0	0	0	859	0	0	816	0
Confl. Peds. (#/hr)	2							4			11	
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	3%	7%	0%	4%	6%
Turn Type	Perm	NA	Perm				pm+pt	NA		Perm	NA	
Protected Phases		4					5	2			6	
Permitted Phases	4		4				2			6		
Actuated Green, G (s)	6.5	6.5					50.4			50.4		
Effective Green, g (s)	6.5	6.5					50.4			50.4		
Actuated g/C Ratio	0.09	0.09					0.72			0.72		
Clearance Time (s)	6.2	6.2					6.6			6.6		
Vehicle Extension (s)	3.0	3.0					8.0			8.0		
Lane Grp Cap (vph)	167	150					1754			1236		
v/s Ratio Prot												
v/s Ratio Perm	0.02	0.00					0.35			c0.48		
v/c Ratio	0.17	0.02					0.49			0.66		
Uniform Delay, d1	29.1	28.7					4.1			5.1		
Progression Factor	1.00	1.00					1.00			1.00		
Incremental Delay, d2	0.5	0.1					0.9			2.8		
Delay (s)	29.6	28.8					5.1			7.9		
Level of Service	C	C					A			A		
Approach Delay (s)	29.2			0.0			5.1			7.9		
Approach LOS	C			A			A			A		
Intersection Summary												
HCM 2000 Control Delay	7.2			HCM 2000 Level of Service			A					
HCM 2000 Volume to Capacity ratio	0.68											
Actuated Cycle Length (s)	69.7			Sum of lost time (s)			19.4					
Intersection Capacity Utilization	60.9%			ICU Level of Service			B					
Analysis Period (min)	15											
c Critical Lane Group												

Queues

120: South Main Street & Airport Road/Graves Avenue

02/05/2019



Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	29	33	860	817
v/c Ratio	0.13	0.12	0.46	0.62
Control Delay	31.6	1.0	5.6	8.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	31.6	1.0	5.6	8.6
Queue Length 50th (ft)	12	0	80	151
Queue Length 95th (ft)	39	1	174	366
Internal Link Dist (ft)	340		489	921
Turn Bay Length (ft)		100		
Base Capacity (vph)	660	647	2425	1681
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.04	0.05	0.35	0.49

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis

1: Eheart Street & New Church Street

02/05/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	102	67	79	20	10	60
Future Volume (Veh/h)	102	67	79	20	10	60
Sign Control	Free	Free		Stop		
Grade	0%	0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	111	73	86	22	11	65
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None	None				
Median storage veh)						
Upstream signal (ft)	484					
pX, platoon unblocked						
vC, conflicting volume	108			392	97	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	108			392	97	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	93			98	93	
cM capacity (veh/h)	1483			566	959	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	184	108	76			
Volume Left	111	0	11			
Volume Right	0	22	65			
cSH	1483	1700	872			
Volume to Capacity	0.07	0.06	0.09			
Queue Length 95th (ft)	6	0	7			
Control Delay (s)	4.8	0.0	9.5			
Lane LOS	A		A			
Approach Delay (s)	4.8	0.0	9.5			
Approach LOS			A			
Intersection Summary						
Average Delay		4.4				
Intersection Capacity Utilization	26.8%		ICU Level of Service		A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: New Church Street & Clay Street

02/05/2019

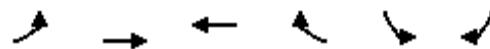


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↓	↖	↙	↗	↘
Traffic Volume (veh/h)	101	86	10	193	43	10
Future Volume (Veh/h)	101	86	10	193	43	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	110	93	11	210	47	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	455					
pX, platoon unblocked						
vC, conflicting volume		203		388	156	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol		203		388	156	
tC, single (s)		4.1		6.4	6.2	
tC, 2 stage (s)						
tF (s)		2.2		3.5	3.3	
p0 queue free %		99		92	99	
cM capacity (veh/h)		1369		610	889	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	203	221	58			
Volume Left	0	11	47			
Volume Right	93	0	11			
cSH	1700	1369	649			
Volume to Capacity	0.12	0.01	0.09			
Queue Length 95th (ft)	0	1	7			
Control Delay (s)	0.0	0.4	11.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.4	11.1			
Approach LOS		B				
Intersection Summary						
Average Delay		1.5				
Intersection Capacity Utilization		28.3%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

5: Eheart Street & Belvidere Avenue

02/05/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	47	64	10	10	35
Future Volume (Veh/h)	30	47	64	10	10	35
Sign Control	Free	Free		Stop		
Grade	0%	0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	51	70	11	11	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None	None				
Median storage veh)						
Upstream signal (ft)	941					
pX, platoon unblocked						
vC, conflicting volume	81			192	76	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	81			192	76	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	98			99	96	
cM capacity (veh/h)	1517			779	986	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	84	81	49			
Volume Left	33	0	11			
Volume Right	0	11	38			
cSH	1517	1700	930			
Volume to Capacity	0.02	0.05	0.05			
Queue Length 95th (ft)	2	0	4			
Control Delay (s)	3.0	0.0	9.1			
Lane LOS	A		A			
Approach Delay (s)	3.0	0.0	9.1			
Approach LOS			A			
Intersection Summary						
Average Delay		3.3				
Intersection Capacity Utilization	20.8%		ICU Level of Service		A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

110: South Main Street & Miller Street

02/05/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	Y	Y	
Traffic Volume (veh/h)	3	68	60	638	640	12
Future Volume (Veh/h)	3	68	60	638	640	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	73	65	693	696	13
Pedestrians	2					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				429	285	
pX, platoon unblocked	0.88	0.78	0.78			
vC, conflicting volume	1528	704	711			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1019	480	488			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	84	92			
cM capacity (veh/h)	215	451	845			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	76	65	693	709		
Volume Left	3	65	0	0		
Volume Right	73	0	0	13		
cSH	433	845	1700	1700		
Volume to Capacity	0.18	0.08	0.41	0.42		
Queue Length 95th (ft)	16	6	0	0		
Control Delay (s)	15.1	9.6	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	15.1	0.8		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization		52.1%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

125: Church Street & Washington Street

02/05/2019

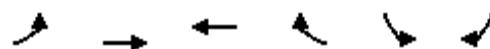


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	30	10	1	26	1	19	63	1	5	84	33
Future Volume (Veh/h)	21	30	10	1	26	1	19	63	1	5	84	33
Sign Control	Free				Free			Stop			Stop	
Grade	0%				0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	33	11	1	28	1	21	68	1	5	91	36
Pedestrians	3				2			2			12	
Lane Width (ft)	12.0				12.0			12.0			12.0	
Walking Speed (ft/s)	3.5				3.5			3.5			3.5	
Percent Blockage	0				0			0			1	
Right turn flare (veh)												
Median type	None				None							
Median storage veh)												
Upstream signal (ft)	312											
pX, platoon unblocked												
vC, conflicting volume	41				46			202	130	42	164	134
vC1, stage 1 conf vol												44
vC2, stage 2 conf vol												
vCu, unblocked vol	41				46			202	130	42	164	134
tC, single (s)	4.3				4.1			7.1	6.5	6.2	7.1	6.5
tC, 2 stage (s)												6.2
tF (s)	2.4				2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	98				100			97	91	100	99	88
cM capacity (veh/h)	1460				1572			647	735	1030	721	738
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	67	30	90	132								
Volume Left	23	1	21	5								
Volume Right	11	1	1	36								
cSH	1460	1572	715	797								
Volume to Capacity	0.02	0.00	0.13	0.17								
Queue Length 95th (ft)	1	0	11	15								
Control Delay (s)	2.7	0.2	10.8	10.4								
Lane LOS	A	A	B	B								
Approach Delay (s)	2.7	0.2	10.8	10.4								
Approach LOS			B	B								
Intersection Summary												
Average Delay			7.9									
Intersection Capacity Utilization		28.2%			ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

130: Clay Street & Church Street

02/05/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	155	185	51	32	63
Future Volume (Veh/h)	32	155	185	51	32	63
Sign Control	Free	Free		Stop		
Grade	0%	0%		0%		
Peak Hour Factor	0.92	0.92	0.93	0.93	0.92	0.92
Hourly flow rate (vph)	35	168	199	55	35	68
Pedestrians		6				
Lane Width (ft)		12.0				
Walking Speed (ft/s)		3.5				
Percent Blockage		1				
Right turn flare (veh)						
Median type	None	None				
Median storage veh)						
Upstream signal (ft)		316				
pX, platoon unblocked						
vC, conflicting volume	254			464	232	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	254			464	232	
tC, single (s)	4.2			6.5	6.2	
tC, 2 stage (s)						
tF (s)	2.3			3.6	3.3	
p0 queue free %	97			93	92	
cM capacity (veh/h)	1277			534	807	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	203	254	103			
Volume Left	35	0	35			
Volume Right	0	55	68			
cSH	1277	1700	687			
Volume to Capacity	0.03	0.15	0.15			
Queue Length 95th (ft)	2	0	13			
Control Delay (s)	1.6	0.0	11.2			
Lane LOS	A		B			
Approach Delay (s)	1.6	0.0	11.2			
Approach LOS			B			
Intersection Summary						
Average Delay		2.6				
Intersection Capacity Utilization		40.2%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

135: Willard Drive & Clay Street

02/05/2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↓	↖	↙	↗	↘
Traffic Volume (veh/h)	80	21	43	175	18	43
Future Volume (Veh/h)	80	21	43	175	18	43
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	87	23	47	190	20	47
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume		110		382	98	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol		110		382	98	
tC, single (s)		4.1		6.5	6.2	
tC, 2 stage (s)						
tF (s)		2.2		3.6	3.3	
p0 queue free %		97		97	95	
cM capacity (veh/h)		1493		593	955	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	110	237	67			
Volume Left	0	47	20			
Volume Right	23	0	47			
cSH	1700	1493	808			
Volume to Capacity	0.06	0.03	0.08			
Queue Length 95th (ft)	0	2	7			
Control Delay (s)	0.0	1.7	9.9			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.7	9.9			
Approach LOS		A				
Intersection Summary						
Average Delay		2.6				
Intersection Capacity Utilization		28.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

140: Willard Drive & Eheart Street

02/05/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	39	13	12	22	38	26
Future Volume (Veh/h)	39	13	12	22	38	26
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	42	14	13	24	41	28
Pedestrians				1		
Lane Width (ft)				12.0		
Walking Speed (ft/s)				3.5		
Percent Blockage				0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	105	56	69			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	105	56	69			
tC, single (s)	6.5	6.4	4.5			
tC, 2 stage (s)						
tF (s)	3.6	3.5	2.6			
p0 queue free %	95	99	99			
cM capacity (veh/h)	870	969	1298			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	56	37	69			
Volume Left	42	13	0			
Volume Right	14	0	28			
cSH	893	1298	1700			
Volume to Capacity	0.06	0.01	0.04			
Queue Length 95th (ft)	5	1	0			
Control Delay (s)	9.3	2.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.3	2.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		3.9				
Intersection Capacity Utilization		18.8%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

145: Palmer Drive & Eheart Street

02/05/2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑→			←↑	↑←	
Traffic Volume (veh/h)	37	20	16	22	52	15
Future Volume (Veh/h)	37	20	16	22	52	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	40	22	17	24	57	16
Pedestrians				7	2	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				3.5	3.5	
Percent Blockage				1	0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	1130					
pX, platoon unblocked						
vC, conflicting volume		64		111	60	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol		64		111	60	
tC, single (s)		4.3		6.4	6.2	
tC, 2 stage (s)						
tF (s)		2.3		3.5	3.3	
p0 queue free %		99		94	98	
cM capacity (veh/h)		1451		879	1002	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	62	41	73			
Volume Left	0	17	57			
Volume Right	22	0	16			
cSH	1700	1451	903			
Volume to Capacity	0.04	0.01	0.08			
Queue Length 95th (ft)	0	1	7			
Control Delay (s)	0.0	3.2	9.3			
Lane LOS		A	A			
Approach Delay (s)	0.0	3.2	9.3			
Approach LOS		A				
Intersection Summary						
Average Delay		4.6				
Intersection Capacity Utilization		21.3%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis

100: South Main Street & Washington Street

02/05/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑			↔		↑	↑		↑	↑	
Traffic Volume (vph)	138	80	143	24	42	26	63	652	34	17	687	36
Future Volume (vph)	138	80	143	24	42	26	63	652	34	17	687	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9				5.9		6.1	6.1		6.1	6.1
Lane Util. Factor	1.00	1.00				1.00		1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	0.97				0.98		1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00				1.00		1.00	1.00		1.00	1.00
Fr _t	1.00	0.90				0.96		1.00	0.99		1.00	0.99
Flt Protected	0.95	1.00				0.99		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1805	1671				1752		1805	1843		1805	1844
Flt Permitted	0.47	1.00				0.83		0.21	1.00		0.29	1.00
Satd. Flow (perm)	885	1671				1478		395	1843		546	1844
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.98	0.98	0.95	0.95	0.95
Adj. Flow (vph)	150	87	155	26	46	28	64	665	35	18	723	38
RTOR Reduction (vph)	0	59	0	0	13	0	0	1	0	0	1	0
Lane Group Flow (vph)	150	183	0	0	87	0	64	699	0	18	760	0
Confl. Peds. (#/hr)			6			10			18			13
Heavy Vehicles (%)	0%	0%	0%	0%	3%	0%	0%	2%	0%	0%	2%	0%
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	25.2	25.2			12.2		80.0	74.1		73.4	70.8	
Effective Green, g (s)	25.2	25.2			12.2		80.0	74.1		73.4	70.8	
Actuated g/C Ratio	0.21	0.21			0.10		0.67	0.62		0.61	0.59	
Clearance Time (s)	5.9	5.9			5.9		6.1	6.1		6.1	6.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	240	350			150		332	1138		361	1087	
v/s Ratio Prot	c0.04	0.11					c0.01	c0.38		0.00	c0.41	
v/s Ratio Perm	c0.09				0.06		0.12			0.03		
v/c Ratio	0.62	0.52			0.58		0.19	0.61		0.05	0.70	
Uniform Delay, d1	43.0	42.1			51.5		12.0	14.1		10.8	17.2	
Progression Factor	1.00	1.00			1.00		1.10	0.74		1.00	1.00	
Incremental Delay, d2	5.0	1.4			5.7		0.2	1.9		0.1	3.7	
Delay (s)	48.0	43.5			57.1		13.4	12.4		10.9	20.9	
Level of Service	D	D			E		B	B		B	C	
Approach Delay (s)		45.2			57.1			12.4			20.7	
Approach LOS		D			E			B			C	
Intersection Summary												
HCM 2000 Control Delay		24.1			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.68										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)			24.0				
Intersection Capacity Utilization		83.6%			ICU Level of Service			E				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

100: South Main Street & Washington Street

02/05/2019



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	150	242	100	64	700	18	761
v/c Ratio	0.62	0.59	0.62	0.18	0.59	0.04	0.69
Control Delay	52.5	34.6	59.6	8.5	12.4	7.4	22.4
Queue Delay	0.0	0.0	0.0	0.0	1.2	0.0	0.1
Total Delay	52.5	34.6	59.6	8.5	13.6	7.4	22.5
Queue Length 50th (ft)	101	117	65	14	161	4	397
Queue Length 95th (ft)	156	192	118	m26	235	13	637
Internal Link Dist (ft)		236	232		254		583
Turn Bay Length (ft)	150			100		100	
Base Capacity (vph)	240	528	271	372	1194	452	1108
Starvation Cap Reductn	0	0	0	0	277	0	0
Spillback Cap Reductn	0	0	0	0	0	0	28
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.46	0.37	0.17	0.76	0.04	0.70

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

105: South Main Street & Clay Street

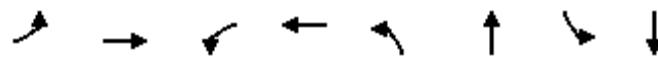
02/05/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑		↑	↑		↑	↑	
Traffic Volume (vph)	34	69	48	151	48	60	26	655	120	70	773	11
Future Volume (vph)	34	69	48	151	48	60	26	655	120	70	773	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.3		6.3	6.3		5.7	5.7		5.7	5.7	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Fr _t	1.00	0.94		1.00	0.92		1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1763		1770	1719		1805	1810		1805	1858	
Flt Permitted	0.66	1.00		0.63	1.00		0.23	1.00		0.20	1.00	
Satd. Flow (perm)	1256	1763		1181	1719		436	1810		383	1858	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.94	0.96	0.96	0.96
Adj. Flow (vph)	37	75	52	164	52	65	28	697	128	73	805	11
RTOR Reduction (vph)	0	22	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	37	105	0	164	117	0	28	825	0	73	816	0
Confl. Peds. (#/hr)			2			1			8			12
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	20.5	20.5		20.5	20.5		79.8	75.9		83.8	77.9	
Effective Green, g (s)	20.5	20.5		20.5	20.5		79.8	75.9		83.8	77.9	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.66	0.63		0.70	0.65	
Clearance Time (s)	6.3	6.3		6.3	6.3		5.7	5.7		5.7	5.7	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	214	301		201	293		334	1144		337	1206	
v/s Ratio Prot		0.06			0.07		0.00	c0.46		c0.01	0.44	
v/s Ratio Perm	0.03		c0.14				0.05			0.14		
v/c Ratio	0.17	0.35		0.82	0.40		0.08	0.72		0.22	0.68	
Uniform Delay, d1	42.5	43.9		47.9	44.3		10.1	14.9		11.0	13.2	
Progression Factor	1.00	1.00		1.00	1.00		1.17	0.67		0.62	0.41	
Incremental Delay, d2	0.4	0.7		21.9	0.9		0.1	2.8		0.2	2.4	
Delay (s)	42.9	44.6		69.8	45.2		11.9	12.8		7.0	7.7	
Level of Service	D	D		E	D		B	B		A	A	
Approach Delay (s)		44.2			59.5			12.8			7.7	
Approach LOS		D			E			B			A	
Intersection Summary												
HCM 2000 Control Delay		19.1		HCM 2000 Level of Service				B				
HCM 2000 Volume to Capacity ratio		0.71										
Actuated Cycle Length (s)		120.0		Sum of lost time (s)				17.7				
Intersection Capacity Utilization		75.8%		ICU Level of Service				D				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

105: South Main Street & Clay Street

02/05/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	37	127	164	117	28	825	73	816
v/c Ratio	0.17	0.39	0.82	0.40	0.08	0.71	0.21	0.66
Control Delay	42.1	37.2	76.4	47.1	7.1	14.2	4.4	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.4
Total Delay	42.1	37.2	76.4	47.1	7.1	14.5	4.4	8.5
Queue Length 50th (ft)	25	69	122	81	5	167	10	123
Queue Length 95th (ft)	55	124	196	133	m11	343	m17	160
Internal Link Dist (ft)		234		236		205		254
Turn Bay Length (ft)	150		150		175		100	
Base Capacity (vph)	268	398	252	368	413	1162	384	1241
Starvation Cap Reductn	0	0	0	0	0	64	0	106
Spillback Cap Reductn	0	0	0	0	0	0	0	46
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.32	0.65	0.32	0.07	0.75	0.19	0.72

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

115: South Main Street & Eheart Street

02/05/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	15	4	106	10	55	3	806	136	47	1003	3
Future Volume (vph)	2	15	4	106	10	55	3	806	136	47	1003	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.7		5.7	5.7	5.7	5.7	5.7	5.7
Lane Util. Factor	1.00				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00				1.00	0.95	1.00	0.99	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.98				1.00	0.85	1.00	0.98	1.00	1.00	1.00	1.00
Flt Protected	1.00				0.96	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1845				1785	1499	1805	1824		1770	1878	
Flt Permitted	0.97				0.73	1.00	0.14	1.00		0.16	1.00	
Satd. Flow (perm)	1807				1360	1499	264	1824		299	1878	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.98	0.98	0.93	0.93	0.93
Adj. Flow (vph)	2	16	4	115	11	60	3	822	139	51	1078	3
RTOR Reduction (vph)	0	3	0	0	0	52	0	4	0	0	0	0
Lane Group Flow (vph)	0	19	0	0	126	8	3	957	0	51	1081	0
Confl. Peds. (#/hr)						9		9			10	
Heavy Vehicles (%)	0%	0%	0%	2%	0%	2%	0%	1%	2%	2%	1%	33%
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	15.6			15.6	15.6	83.2	82.0		91.4	86.1		
Effective Green, g (s)	15.6			15.6	15.6	83.2	82.0		91.4	86.1		
Actuated g/C Ratio	0.13			0.13	0.13	0.69	0.68		0.76	0.72		
Clearance Time (s)	5.7			5.7	5.7	5.7	5.7		5.7	5.7		
Vehicle Extension (s)	3.0			3.0	3.0	3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)	234			176	194	198	1246		292	1347		
v/s Ratio Prot						0.00	0.52		c0.01	c0.58		
v/s Ratio Perm	0.01			c0.09	0.01	0.01			0.13			
v/c Ratio	0.08			0.72	0.04	0.02	0.77		0.17	0.80		
Uniform Delay, d1	45.9			50.1	45.7	12.8	12.7		11.5	11.3		
Progression Factor	1.00			1.00	1.00	1.00	1.00		0.86	0.68		
Incremental Delay, d2	0.1			13.0	0.1	0.0	4.6		0.2	4.3		
Delay (s)	46.0			63.0	45.7	12.8	17.2		10.1	12.0		
Level of Service	D			E	D	B	B		B	B		
Approach Delay (s)	46.0			57.5			17.2			11.9		
Approach LOS	D			E			B			B		
Intersection Summary												
HCM 2000 Control Delay	18.1			HCM 2000 Level of Service				B				
HCM 2000 Volume to Capacity ratio	0.79											
Actuated Cycle Length (s)	120.0			Sum of lost time (s)				17.1				
Intersection Capacity Utilization	75.9%			ICU Level of Service				D				
Analysis Period (min)	15											
c Critical Lane Group												

Queues

115: South Main Street & Eheart Street

02/05/2019



Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	22	126	60	3	961	51	1081
v/c Ratio	0.09	0.72	0.23	0.01	0.76	0.17	0.76
Control Delay	38.8	71.3	8.4	4.0	18.8	4.2	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Delay	38.8	71.3	8.4	4.0	18.9	4.2	11.2
Queue Length 50th (ft)	12	94	0	1	471	6	260
Queue Length 95th (ft)	37	158	28	3	746	m14	#883
Internal Link Dist (ft)	321	404			362		349
Turn Bay Length (ft)				100		150	
Base Capacity (vph)	293	218	304	318	1266	343	1419
Starvation Cap Reductn	0	0	0	0	0	0	13
Spillback Cap Reductn	0	0	0	0	17	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.58	0.20	0.01	0.77	0.15	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
120: South Main Street & Airport Road/Graves Avenue

02/05/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	14	57	0	0	0	51	938	16	12	1048	53
Future Volume (vph)	47	14	57	0	0	0	51	938	16	12	1048	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.2	6.2				6.6		6.6	
Lane Util. Factor	1.00	1.00						*0.80		*0.50		
Frpb, ped/bikes	1.00	1.00						1.00		1.00		
Flpb, ped/bikes	1.00	1.00						1.00		1.00		
Fr _t	1.00	0.85						1.00		0.99		
Flt Protected	0.96	1.00						1.00		1.00		
Satd. Flow (prot)	1829	1615						2969			1843	
Flt Permitted	0.96	1.00						0.63		0.93		
Satd. Flow (perm)	1829	1615						1883			1720	
Peak-hour factor, PHF	0.92	0.92	0.92	1.00	1.00	1.00	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	15	62	0	0	0	55	1020	17	13	1139	58
RTOR Reduction (vph)	0	0	57	0	0	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	66	5	0	0	0	0	1091	0	0	1209	0
Confl. Peds. (#/hr)							13		2			7
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	9%	2%	3%
Turn Type	Perm	NA	Perm				pm+pt	NA		Perm	NA	
Protected Phases		4					5	2			6	
Permitted Phases	4		4				2			6		
Actuated Green, G (s)	8.0	8.0					87.9			87.9		
Effective Green, g (s)	8.0	8.0					87.9			87.9		
Actuated g/C Ratio	0.07	0.07					0.81			0.81		
Clearance Time (s)	6.2	6.2					6.6			6.6		
Vehicle Extension (s)	3.0	3.0					8.0			8.0		
Lane Grp Cap (vph)	134	118					1522			1390		
v/s Ratio Prot												
v/s Ratio Perm	0.04	0.00					0.58		c0.70			
v/c Ratio	0.49	0.04					0.95dl		0.87			
Uniform Delay, d1	48.4	46.8					4.7		6.7			
Progression Factor	1.00	1.00					1.00		1.00			
Incremental Delay, d2	2.8	0.1					2.9		7.5			
Delay (s)	51.2	46.9					7.7		14.2			
Level of Service	D	D					A		B			
Approach Delay (s)	49.1			0.0			7.7		14.2			
Approach LOS	D			A			A		B			
Intersection Summary												
HCM 2000 Control Delay	13.1			HCM 2000 Level of Service			B					
HCM 2000 Volume to Capacity ratio	0.90											
Actuated Cycle Length (s)	108.7			Sum of lost time (s)			19.4					
Intersection Capacity Utilization	85.1%			ICU Level of Service			E					
Analysis Period (min)	15											
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

Queues

120: South Main Street & Airport Road/Graves Avenue

02/05/2019



Lane Group	EBT	EBR	NBT	SBT
Lane Group Flow (vph)	66	62	1092	1210
v/c Ratio	0.42	0.29	0.95dl	0.85
Control Delay	54.0	9.3	8.4	15.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	54.0	9.3	8.4	15.5
Queue Length 50th (ft)	43	0	180	453
Queue Length 95th (ft)	87	26	321	#1055
Internal Link Dist (ft)	340		489	921
Turn Bay Length (ft)		100		
Base Capacity (vph)	405	421	1751	1428
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.15	0.62	0.85

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

HCM Unsignalized Intersection Capacity Analysis

1: Eheart Street & New Church Street

02/05/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	100	98	65	15	15	106
Future Volume (Veh/h)	100	98	65	15	15	106
Sign Control	Free	Free		Stop		
Grade	0%	0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	109	107	71	16	16	115
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None	None				
Median storage veh)						
Upstream signal (ft)	484					
pX, platoon unblocked						
vC, conflicting volume	87			404	79	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	87			404	79	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	93			97	88	
cM capacity (veh/h)	1509			559	981	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	216	87	131			
Volume Left	109	0	16			
Volume Right	0	16	115			
cSH	1509	1700	899			
Volume to Capacity	0.07	0.05	0.15			
Queue Length 95th (ft)	6	0	13			
Control Delay (s)	4.1	0.0	9.7			
Lane LOS	A		A			
Approach Delay (s)	4.1	0.0	9.7			
Approach LOS			A			
Intersection Summary						
Average Delay		5.0				
Intersection Capacity Utilization	31.4%		ICU Level of Service		A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: New Church Street & Clay Street

02/05/2019

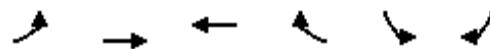


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Volume (veh/h)	187	85	15	148	95	19
Future Volume (Veh/h)	187	85	15	148	95	19
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	203	92	16	161	103	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	455					
pX, platoon unblocked						
vC, conflicting volume		295		442	249	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol		295		442	249	
tC, single (s)		4.1		6.4	6.2	
tC, 2 stage (s)						
tF (s)		2.2		3.5	3.3	
p0 queue free %		99		82	97	
cM capacity (veh/h)		1266		566	790	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	295	177	124			
Volume Left	0	16	103			
Volume Right	92	0	21			
cSH	1700	1266	594			
Volume to Capacity	0.17	0.01	0.21			
Queue Length 95th (ft)	0	1	20			
Control Delay (s)	0.0	0.8	12.6			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.8	12.6			
Approach LOS			B			
Intersection Summary						
Average Delay		2.9				
Intersection Capacity Utilization		33.4%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

5: Eheart Street & Belvidere Avenue

02/05/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	85	50	15	15	30
Future Volume (Veh/h)	28	85	50	15	15	30
Sign Control	Free	Free		Stop		
Grade	0%	0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	92	54	16	16	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None	None				
Median storage veh)						
Upstream signal (ft)	941					
pX, platoon unblocked						
vC, conflicting volume	70			214	62	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	70			214	62	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	98			98	97	
cM capacity (veh/h)	1531			759	1003	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	122	70	49			
Volume Left	30	0	16			
Volume Right	0	16	33			
cSH	1531	1700	908			
Volume to Capacity	0.02	0.04	0.05			
Queue Length 95th (ft)	1	0	4			
Control Delay (s)	1.9	0.0	9.2			
Lane LOS	A		A			
Approach Delay (s)	1.9	0.0	9.2			
Approach LOS			A			
Intersection Summary						
Average Delay		2.8				
Intersection Capacity Utilization	22.7%		ICU Level of Service		A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

110: South Main Street & Miller Street

02/05/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	107	64	799	946	26
Future Volume (Veh/h)	2	107	64	799	946	26
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.97	0.97	0.94	0.94
Hourly flow rate (vph)	2	116	66	824	1006	28
Pedestrians	15					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				429	285	
pX, platoon unblocked	0.80	0.63	0.63			
vC, conflicting volume	1991	1035	1049			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1133	757	779			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	54	87			
cM capacity (veh/h)	156	252	522			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	118	66	824	1034		
Volume Left	2	66	0	0		
Volume Right	116	0	0	28		
cSH	250	522	1700	1700		
Volume to Capacity	0.47	0.13	0.48	0.61		
Queue Length 95th (ft)	59	11	0	0		
Control Delay (s)	31.7	12.9	0.0	0.0		
Lane LOS	D	B				
Approach Delay (s)	31.7	1.0		0.0		
Approach LOS	D					
Intersection Summary						
Average Delay		2.2				
Intersection Capacity Utilization		66.6%		ICU Level of Service		C
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

125: Church Street & Washington Street

02/05/2019

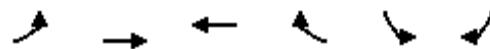


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	31	26	3	15	2	28	94	1	4	123	49
Future Volume (Veh/h)	74	31	26	3	15	2	28	94	1	4	123	49
Sign Control	Free				Free			Stop			Stop	
Grade	0%				0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	80	34	28	3	16	2	30	102	1	4	134	53
Pedestrians	7				4			5			19	
Lane Width (ft)	12.0				12.0			12.0			12.0	
Walking Speed (ft/s)	3.5				3.5			3.5			3.5	
Percent Blockage	1				0			0			2	
Right turn flare (veh)												
Median type	None				None							
Median storage veh)												
Upstream signal (ft)	312											
pX, platoon unblocked												
vC, conflicting volume	37				67			363	256	57	306	269
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	37				67			363	256	57	306	269
tC, single (s)	4.1				4.1			7.1	6.5	6.2	7.1	6.5
tC, 2 stage (s)												
tF (s)	2.2				2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	95				100			93	83	100	99	77
cM capacity (veh/h)	1558				1540			436	603	1006	522	593
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	142	21	133	191								
Volume Left	80	3	30	4								
Volume Right	28	2	1	53								
cSH	1558	1540	556	666								
Volume to Capacity	0.05	0.00	0.24	0.29								
Queue Length 95th (ft)	4	0	23	30								
Control Delay (s)	4.4	1.1	13.5	12.6								
Lane LOS	A	A	B	B								
Approach Delay (s)	4.4	1.1	13.5	12.6								
Approach LOS			B	B								
Intersection Summary												
Average Delay			9.9									
Intersection Capacity Utilization		41.4%			ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

130: Clay Street & Church Street

02/05/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	54	205	174	69	67	85
Future Volume (Veh/h)	54	205	174	69	67	85
Sign Control	Free	Free		Stop		
Grade	0%	0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	59	223	189	75	73	92
Pedestrians		23		2		
Lane Width (ft)		12.0		12.0		
Walking Speed (ft/s)		3.5		3.5		
Percent Blockage		2		0		
Right turn flare (veh)						
Median type	None	None				
Median storage veh)						
Upstream signal (ft)		316				
pX, platoon unblocked						
vC, conflicting volume	266			570	252	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	266			570	252	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	95			84	88	
cM capacity (veh/h)	1307			464	771	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	282	264	165			
Volume Left	59	0	73			
Volume Right	0	75	92			
cSH	1307	1700	596			
Volume to Capacity	0.05	0.16	0.28			
Queue Length 95th (ft)	4	0	28			
Control Delay (s)	2.0	0.0	13.3			
Lane LOS	A		B			
Approach Delay (s)	2.0	0.0	13.3			
Approach LOS			B			
Intersection Summary						
Average Delay		3.9				
Intersection Capacity Utilization		49.0%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

135: Willard Drive & Clay Street

02/05/2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↓	↖	↙	↗	↘
Traffic Volume (veh/h)	132	64	70	109	44	109
Future Volume (Veh/h)	132	64	70	109	44	109
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	140	68	76	118	48	118
Pedestrians				7		
Lane Width (ft)				12.0		
Walking Speed (ft/s)				3.5		
Percent Blockage				1		
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume		208		444	181	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol		208		444	181	
tC, single (s)		4.1		6.4	6.2	
tC, 2 stage (s)						
tF (s)		2.2		3.5	3.3	
p0 queue free %		94		91	86	
cM capacity (veh/h)		1363		543	861	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	208	194	166			
Volume Left	0	76	48			
Volume Right	68	0	118			
cSH	1700	1363	736			
Volume to Capacity	0.12	0.06	0.23			
Queue Length 95th (ft)	0	4	22			
Control Delay (s)	0.0	3.3	11.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	3.3	11.3			
Approach LOS			B			
Intersection Summary						
Average Delay		4.4				
Intersection Capacity Utilization		40.9%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

140: Willard Drive & Eheart Street

02/05/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	109	7	5	44	78	56
Future Volume (Veh/h)	109	7	5	44	78	56
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	118	8	5	48	85	61
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	174	116	146			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	174	116	146			
tC, single (s)	6.4	6.2	4.3			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	86	99	100			
cM capacity (veh/h)	818	942	1333			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	126	53	146			
Volume Left	118	5	0			
Volume Right	8	0	61			
cSH	825	1333	1700			
Volume to Capacity	0.15	0.00	0.09			
Queue Length 95th (ft)	13	0	0			
Control Delay (s)	10.1	0.8	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.1	0.8	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		4.1				
Intersection Capacity Utilization		20.7%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

145: Palmer Drive & Eheart Street

02/05/2019



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑→			←↑	↑←	
Traffic Volume (veh/h)	64	36	36	25	40	52
Future Volume (Veh/h)	64	36	36	25	40	52
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	70	39	39	27	43	57
Pedestrians				5		
Lane Width (ft)				12.0		
Walking Speed (ft/s)				3.5		
Percent Blockage				0		
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	1130					
pX, platoon unblocked						
vC, conflicting volume		109		194	94	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol		109		194	94	
tC, single (s)		4.1		6.4	6.2	
tC, 2 stage (s)						
tF (s)		2.2		3.5	3.3	
p0 queue free %		97		94	94	
cM capacity (veh/h)		1475		778	963	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	109	66	100			
Volume Left	0	39	43			
Volume Right	39	0	57			
cSH	1700	1475	874			
Volume to Capacity	0.06	0.03	0.11			
Queue Length 95th (ft)	0	2	10			
Control Delay (s)	0.0	4.5	9.7			
Lane LOS		A	A			
Approach Delay (s)	0.0	4.5	9.7			
Approach LOS		A				
Intersection Summary						
Average Delay		4.6				
Intersection Capacity Utilization		23.5%		ICU Level of Service		A
Analysis Period (min)		15				